

PLACES TO GROW

BETTER CHOICES. BRIGHTER FUTURE.

Draft Growth Plan

for the Greater Golden Horseshoe

February 2005



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1 INTRODUCTION

1.1 CONTEXT

The Greater Golden Horseshoe is one of the fastest growing regions in North America. It is the destination of choice for many people looking to relocate from other parts of Canada and around the world because of the high quality of life and economic opportunities here. This is a place where people can live in prosperous communities while using their skills and talents to build a great future for themselves and their families.

Communities within the Greater Golden Horseshoe have and will continue to experience the benefits that come with growth including: vibrant, diversified economies, higher education institutions, and arts, culture and recreation facilities. They have also begun to experience some of the negative aspects of growth such as increased traffic congestion, concerns about air and water quality, and unsustainable consumption of agricultural lands and natural resources. As our communities continue to grow and prosper, we need to ensure they do so in a way that our natural environment is protected and that the prosperity and quality of life we experience today throughout the Greater Golden Horseshoe is there for future generations to enjoy.

The Growth Plan for the Greater Golden Horseshoe, which would be established under the provisions of the proposed Places to Grow Act, implements the Province's vision for managing growth and developing stronger communities. This is a hopeful plan that recognizes the realities facing our cities and smaller communities, that acknowledges what governments can and cannot influence, and that demonstrates real leadership for improving the ways in which our cities, suburbs, towns, villages and *rural areas* regenerate and grow.

The development of this plan has been preceded by an extensive public consultation process. Following the release of the **Places to Grow: Better Choices Brighter Future** discussion paper, eight public meetings, attended by over 1,600 people, were held throughout the Greater Golden Horseshoe. Feedback from these meetings is reflected in the directions of this plan.

The Growth Plan will guide decisions on a wide range of issues – economic development, land-use planning, urban form, housing, natural heritage and natural resource protection, provincial infrastructure planning, and the development of municipal official plans and local servicing and implementation strategies. It will create a clearer environment for investment decisions and will help secure the future prosperity of the Greater Golden Horseshoe.

The Growth Plan integrates and builds on other key provincial initiatives including: the proposed Greenbelt Plan (see Schedule 7); the Niagara Escarpment Plan review; *Planning Act* reform (including possible revisions to the *Provincial Policy Statement (PPS)*); infrastructure planning; and *source water protection* planning. The Growth Plan addresses areas of common interest over the entire Greater Golden Horseshoe. It also sets out criteria and the process for the completion of five *sub-area growth strategies* to address common policy issues at a geographic scale beyond municipal boundaries.

This plan reflects the shared vision of the Province, the municipalities of the Greater Golden Horseshoe and its residents. Successful implementation of this plan will be dependant upon all of us making decisions that collectively result in the achievement of this vision.

1.2 ECONOMIC STRENGTH

Ontario, and the Greater Golden Horseshoe (GGH) in particular, has long been and will continue to be the economic engine of Canada. The prosperity created here provides its residents, and indeed all Ontarians and Canadians, with a quality of life and standard of living that is envied around the world.

Global competition and the rise of the knowledge economy have contributed to the renewed importance of city-regions as the generators of innovation and economic prosperity. The increasing mobility of both knowledge workers and capital has meant that city-regions must adapt while planning for growth to become more attractive and competitive – economically, physically and socially. The GGH has a strong advantage in this global competition. Our highly educated population, strong natural resource and manufacturing base, and tradition of community planning have given us an exceptional quality of life and strong economic foundation to build on as we face the future.

In preparing for the future, it is essential that planning reflect the importance, unique characteristics and strengths of our economy:

- The GGH has a diverse economy supported by a wide array of manufacturing industries driven primarily by the automotive sector, and other key industry clusters such as financial and business services, hospitality and tourism, education and information services, and agriculture;
- The GGH economy is an economy in transition, with economic activity and wealth increasingly generated by service and knowledge industries;
- Trade accounts for over half of the Province's GDP, and over 90 per cent is

with the United States.¹ As a result, we are heavily reliant on international markets for our prosperity. Maintaining a free flow of goods through the GGH and to the international borders is key to our economic strength and growth potential.

The GGH also has other unique assets. It is home to a highly educated workforce, a factor critical to success in the growing knowledge economy. We also possess an economic and social diversity unparalleled in competing jurisdictions, and as a result, attract many skilled and entrepreneurial immigrants. While our cultural amenities offer the kinds of creative and recreational activities that attract knowledge workers, the GGH's abundant natural heritage features, and our commitment to protecting them as demonstrated through initiatives such as the proposed Greenbelt Plan, also make our communities more attractive and healthier places to live and work.

Despite our many assets, Ontario and the GGH face a number of challenges in sustaining and growing our economy. In particular, we have to remain competitive with other global city-regions. Urban sprawl can affect competitiveness:

- Increasing numbers of automobiles traveling over longer and longer distances result in clogged transportation corridors, including those which provide access to our critical border crossings. This is a problem which costs the province upwards of \$5 billion in lost GDP each year because it delays the movement of goods;²
- Attractive and efficient public transit is difficult to introduce into sprawling communities, thereby limiting our ability to respond effectively to growing traffic congestion issues;
- Employment areas are being converted to uses that reinforce sprawl, thereby limiting future economic opportunities;
- New infrastructure must be built and ultimately maintained to service lower density areas while existing infrastructure remains underutilized in the older parts of our communities. This results in unnecessary expenditures which impact on the competitiveness of our economy;
- Urban sprawl contributes to the degradation of our natural environment, air quality and water resources, and the unsustainable consumption of agricultural lands and other natural resources so critical to the future economy.

Ultimately, more investment in and better planning of our urban centres will help us manage sprawl. Already we have taken steps to enhance our

¹TD Economics, "Ontario: The Land of Opportunity", September 2004, page 2

²Ontario Chamber of Commerce, *Cost of Border Delays to Ontario*, May 2004, pg.8

infrastructure, integrate and improve our transit systems, protect our valuable natural resources and strengthen local government. But more needs to be done.

The reality is that tens of billions of dollars in infrastructure spending beyond our current levels of investment is estimated to be required over the next several decades to meet these challenges. The ability of current provincial and municipal governments to fund this infrastructure however is already under pressure.¹

Additional support from our federal partners, innovative, alternative partnership arrangements that protect the public interest, and the strategic staging of infrastructure investments are all required to respond to the challenges we face.

Within both a provincial and national context, Toronto is our global city and our economic engine and we need to ensure it remains a world leader.

However, the GGH is also home to a diverse array of urban centres, *small cities and towns* and *rural areas* which all play an important role in the economic prosperity and health of the region. As a result, the Growth Plan recognizes that a "one-size-fits-all" approach to growth planning and economic development will not work and instead provides for the type of strategic policy and partnership development necessary to meet the challenges we face and ensure our future economic prosperity.

1.3 VISION FOR 2031

1.3.1 A VISION FOR THE GREATER GOLDEN HORSESHOE

More than anything, the Greater Golden Horseshoe will be a great place to live in 2031. Its communities will be based on the pillars of a strong economy, a clean and healthy environment and social equity.

The Greater Golden Horseshoe will offer a wide variety of choices for living. Thriving, livable, vibrant and productive urban and rural areas will foster community and individual well-being. The region will be supported by modern, well-maintained infrastructure built in accordance with a broad plan for growth. Residents will have easy access to shelter, food, education and health-care facilities, arts and recreation and information technology.

Getting around will be easy. An integrated transportation network will allow people choices for easy travel both within and between urban centres throughout the region. Public transit will be fast, convenient and affordable. Roads, while still a significant means of transport, will be only one of a variety of effective and well-used choices for transportation. Walking and cycling will be practical elements of our urban transportation systems.

¹Ontario Ministry of Public Infrastructure Renewal. *Building a Better Tomorrow – An Infrastructure Planning, Financing and Procurement Framework for Ontario's Public Sector*. July 2004, pg. 8

A healthy natural environment with clean air, land and water will characterize the Greater Golden Horseshoe. Significant natural features, such as the Oak Ridges Moraine and Niagara Escarpment, will be enhanced and protected in perpetuity. They will form the key building blocks of a regional natural system. The region's rivers and streams, forests and natural areas will be protected and easily accessible for residents to enjoy their beauty. Open spaces in our cities, towns and the countryside will provide people with a sense of place.

Unique and high-quality agricultural lands will be protected for future generations. Farming will be productive, diverse and sustainable.

Urban centres will be characterized by compact settlement and development patterns and provide a diversity of opportunities for living, working and enjoying culture. The evolving regional economy of the Greater Golden Horseshoe will have matured into an economic powerhouse of global significance. It will function as Canada's principal international gateway.

The Greater Toronto and Hamilton area will be a thriving world-class metropolis with an extraordinary waterfront. And at the heart of this metropolis is Toronto, a celebrated centre of influence for commerce, culture and innovation.

All of this will translate into a place where our residents enjoy a high standard of living and an exceptional quality of life that is world-renowned.

(Adapted from the Central Ontario Smart Growth Panel, 2003)

1.3.2 GUIDING PRINCIPLES FOR A SUCCESSFUL GREATER GOLDEN HORSESHOE

The vision for the GGH is grounded in the following principles that provide the basis for guiding decisions on how land is developed, resources are managed and public dollars invested:

- Plan and manage growth to support a strong and competitive economy;
- Build compact, vibrant and *complete communities* that provide sustainable housing and transportation choices and enhance quality of life;
- Protect, conserve, enhance and wisely use valuable natural resources of land, air and water for current and future generations;
- Optimize the use of existing and new infrastructure to support growth in a compact efficient form;
- Co-ordinate and integrate the economy, community and the environment through efficient infrastructure, and urban structure that links the region;
- Provide for different approaches and requirements in different *sub-areas* to effectively manage growth and resources;

- Promote collaboration among all sectors – government, private and non-profit, to achieve the vision.

These principles are closely inter-related and provide the framework for planning and managing growth. The Growth Plan provides more detailed strategies and policy directions that –

- direct growth to *built-up areas* where the capacity exists to best accommodate the expected population, household and employment growth while providing strict criteria for urban boundary expansions
- promote *transit-supportive* densities and a healthy mix of residential and employment land uses
- identify and support a transportation network that links urban centres through an extensive *multi-modal* system anchored by efficient public transit and highway systems for moving people and goods
- ensure sustainable water and wastewater services are available to support future growth
- identify a natural system and agricultural system, enhance the conservation of these valuable resources and connect with the proposed Greenbelt Plan
- address specific *sub-area* issues which would benefit from co-ordinated inter-municipal planning such as urban structure, economic development, resource management, infrastructure requirements and environmental protection.

The vision, principles, strategies and policies of the Growth Plan will guide growth planning in the GGH. The vision is conceptually illustrated in Schedule 2 and identifies –

- *urban growth centres* and *settlement areas* – where growth will be directed
- a transportation network – for moving people and moving goods and connecting *urban growth centres*
- the proposed Greenbelt Plan which would be protected from development.

1.4 GENERAL AUTHORITY

The Growth Plan for the GGH would derive its authority from the proposed Places to Grow Act and, if passed, through an Order in Council made by the Lieutenant Governor in Council under that act.

Section 4 of the proposed Places to Grow Act establishes the authority for the Province to prepare a growth plan for a growth plan area. Section 14 states that planning decisions made by municipalities, the Province and other authorities

would conform to this growth plan. Official plans of municipalities located within the growth plan area shall also conform to this growth plan.

The Growth Plan for the GGH will apply to the lands described in future regulations, as shown on Schedule 1 and Appendix 1.

1.5 HOW TO READ THIS PLAN

The Growth Plan will inform decision-making regarding growth planning in the GGH. It contains a set of policies for managing growth and development to 2031. At the same time, other provincial plans also contain complementary policies that apply to this same area. This plan should be considered in conjunction with these other plans, including the Niagara Escarpment Plan, the Oak Ridges Moraine Conservation Plan and the proposed Greenbelt Plan.

If the proposed Places to Grow Act is passed it would provide that, in case of conflict between a growth plan, the *PPS*, or a municipal official plan, the growth plan prevails. If there is a conflict between the growth plan and certain other provincial plans on matters related to the natural environment or health, the more protective policy will prevail. Other plans or policies, such as the proposed Greenbelt Plan and the proposed *source water protection* legislation if approved, may also be prescribed.

The land-use planning process within the GGH is governed by the *Planning Act* and Ontario's existing planning system. The *PPS* provides overall policy directions on matters of provincial interest related to land use and development for all of Ontario. The Growth Plan for the GGH provides more detailed policies that further elaborate on the directions and concepts of the *PPS* within the GGH.

The Growth Plan provides a series of overlay policies and a framework that expresses the Province's interests and directions with regard to growth planning in the GGH. It sets the stage for the development of more detailed policies and actions at the *sub-area* and municipal levels.

The Growth Plan consists of policies and schedules. Each section also includes a context piece that provides background and describes the intent of the policies.

1.5.1 SUB-AREA GROWTH STRATEGIES

The Growth Plan for the GGH recognizes that successful planning for transportation systems, natural heritage and agricultural land protection, economic development and infrastructure investment must take place across municipal boundaries. At the same time, some policies in one part of the GGH may not be applicable to others. The challenge is to respect and accommodate the diversity of issues in the GGH without duplicating local municipal official plans and policies.

While some official plans currently address some of the growth planning objectives of the Growth Plan, certain issues need to be considered in a context broader than that of upper- and single-tier municipalities. To address this challenge, the general policies of the Growth Plan will be linked to the work of upper- and single-tiers through an intermediary framework referred to in the Growth Plan as a *sub-area growth strategy*.

The need for *sub-area growth strategies* results from the recognition that there are differing contexts within each of the *sub-areas* that do not permit the establishment of an effective one-tier policy structure. By further defining the provincial interest within the *sub-area* context, the Province, together with municipalities, can help ensure delivery of the overall goals and objectives of the Growth Plan.

The role of the Growth Plan is to provide broad-level policies generally applicable throughout the GGH and specific targets for implementation. *Sub-area growth strategies*, which will be prepared by the Province jointly with municipalities and other stakeholders, will address variable interests, issues and challenges to implementing the plan. These strategies will meet the specific needs of the *sub-area*. They will provide additional policies tailored to the unique circumstances and specific needs of the *sub-area*.

The *sub-area growth strategies* build on the current roles and relationships of different government levels for planning and investment and provide strategic directions that integrate key *sub-area* growth planning issues.

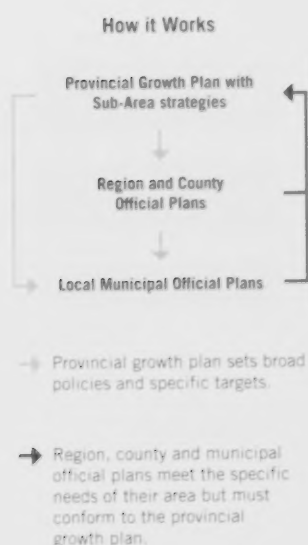


FIGURE 1.

Sub-area growth strategies establish a foundation for intra- and inter-regional planning. They will elaborate further the provincial direction outlined in the Growth Plan with key area-specific strategies and policies. Components may include defining urban structures and natural systems in more detail, identifying and prioritizing key infrastructure requirements, and aligning decisions related to growth with other strategic initiatives such as *source water protection* planning and economic development.

Sub-area growth strategies would be approved and incorporated as amendments to the Growth Plan.

Further elaboration of the policy framework for *sub-area growth strategies* is provided in Section 5.

2 WHERE AND HOW TO GROW

2.1 CONTEXT

The GGH is one of the fastest growing regions in North America. During the last 20 years, we have seen robust growth throughout the region and this rapid growth is anticipated to continue into the future. To ensure the development of healthy, balanced, and efficient communities we need to make careful choices about where and how we grow on the land we have available. Efficient use of land is a fundamental tenet of smart planning practised around the world. By planning for more efficient use of land we can create a more compact urban form; better use our physical and financial resources; and create vibrant, pedestrian friendly, *transit-supportive* communities that preserve and sustain our limited natural resources.

To that end, when considering where and how to grow, efficient land use is best achieved by accommodating a significant amount of growth within existing urban areas and building communities that meet the needs of residents. *Intensification* and re-urbanization will: improve opportunities to balance employment and residential uses; make transit, walking and cycling options convenient; and maximize the use of existing infrastructure capacity and the value of previous public investments.

The Growth Plan provides direction regarding where more compact form can reasonably be achieved and identifies centres within *built-up* areas for growth and investment. The policies are designed to ensure growth occurs within planned and designated areas and not throughout the region in a piecemeal way. This is achieved by directing more growth away from greenfields and into *urban growth centres (UGC)s*, *brownfield sites*, *greyfields*, *intensification corridors* (See Appendix 2) and other areas with excess infrastructure capacity. The resulting network of *UGC)s* and *intensification corridors* provides a framework to guide future infrastructure investments that will deliver on the objectives of the plan.

Achieving a healthy mix of jobs and housing, through areas of mixed use, is fundamental to the establishment and maintenance of vibrant and healthy communities. Such communities provide greater choice and convenience where people can live, work and play without having to travel great distances. By ensuring the creation of more balanced and livable communities, we can help maintain our quality of life and economic prosperity.

Appendix 2 conceptually illustrates the types of areas and associated terms used throughout this growth plan.

2.2 POPULATION, HOUSEHOLD AND EMPLOYMENT GROWTH FORECASTS

2.2.1 CONTEXT

In order to adequately plan for the future, we need to have a good understanding about the level of future growth, where this growth will occur, and the nature of the expected growth. Growth forecasts provide decision-makers with a clear guide to the number of people, households and jobs to expect in the years to come. These forecasts have implications on the amount of land required and the types of new housing and infrastructure needed to accommodate the expected growth. A broad regional perspective is needed in order to plan for long-range growth that occurs across political and natural boundaries.

The Ministry of Public Infrastructure Renewal (PIR) partnered with upper- and single-tier municipalities to develop population, household and employment forecasts for the GGH and its upper- and single-tier municipalities.⁴ These forecasts take into consideration economic and demographic trends as well as consideration of growth policy directions and they assume that there will be on-going investment in infrastructure to support growth.⁵ The forecasts provide a framework for co-ordinating growth planning across the GGH and for making infrastructure investment decisions to support expected growth. In the past, growth forecasting had not been co-ordinated at an area larger than the GTA. The Province is continuing to work with municipalities in regular development of these forecasts.

Powerful economic, social, and demographic forces will have significant influences on the GGH, which is expected to continue experiencing positive long-term economic growth consistent with recent decades. In particular, the GTA, the city of Hamilton and the region of Waterloo will remain the primary economic drivers within Ontario and will continue to influence the economic prospects for the rest of the area. The GGH will continue to support a diverse economy with a large industrial base, including manufacturing. Almost two-thirds of Ontario's jobs are currently located within the GGH and employment is forecast to increase from 3.8 million jobs in 2001 to 5.6 million jobs by 2031 (see Schedule 3).

Almost two-thirds of Ontario's residents (7.8 million in 2001) currently live in the GGH and by 2031, the future population of this area is forecast to grow by an additional 3.7 million to 11.5 million people (see Schedule 3). This growth will account for over 80 per cent of Ontario's population growth and will result in an even larger concentration of residents (over 70 per cent) living in this region.⁶

⁴ Hemson Consulting Ltd., *Growth Outlook for the GGH*, January 2005

⁵ For a more detailed discussion of assumptions used in growth forecasts in Schedule 3, see Hemson Consulting Ltd., *Growth Outlook for the GGH*, January 2005

⁶ Based on Ontario Ministry of Finance population projection for Ontario for 2031 of 16.4 million, an increase of 4.5 million from 2001. *Ontario Population Projections 2004-2031*, Fall 2004

Within the GGH, growth will continue to be concentrated in the larger urban areas, with over three-quarters of this growth projected to occur within the GTA and the City of Hamilton, referred to here as the *inner ring*. Most of the remaining growth will occur in the urban centres of the *outer ring*, in Kitchener, Waterloo, Cambridge, Guelph, Barrie, St. Catharines and Peterborough. This reflects similar national and global trends of growth concentration in large urban regions.

Migration to the GGH from within Canada and abroad continues to be the main source of population growth. Growth in the *inner ring* is driven by international immigration, which is also a significant component of growth in the Waterloo and Niagara regions. In the rest of the GGH, it is mainly out-migration from the *inner ring* that accounts for the rapid rates of population growth.

Ontario's aging population is a trend resulting from living longer and continuing low birth rates. In addition, the demographic bulge commonly known as the baby boom will be moving into its senior years over the next few decades. As the population ages, the average household size will continue to decline, having a large effect on housing form and demand.

2.2.2 POLICIES FOR GROWTH FORECASTS AND REGIONAL DISTRIBUTION

1. Population, household and employment forecasts contained in Schedule 3 will be used as the basis for this Growth Plan for the Greater Golden Horseshoe.
2. The preparation and updating of municipal official plans and any related municipal growth studies will be based on the population, household and employment forecasts contained in Schedule 3, or as refined by the *sub-area growth strategies*.
3. The forecasts will be reviewed by the Province every five years in consultation with municipalities, following the release of new census information regarding population, household and employment. At the completion of the review, the Province may adjust growth forecasts by amendment to this plan.
4. The Province, through the *sub-area growth strategies* will refine the forecasts shown in Schedule 3 by –
 - a) redistributing the total growth for the *sub-area* among its upper- and single-tier municipalities, if appropriate, and
 - b) establishing population, household and employment forecasts for lower-tier municipalities within the *sub-area*.

These refined forecasts will ensure there is alignment between projected growth and the size and location of *intensification areas*, *employment areas* and *designated growth areas*.

2.3 INTENSIFICATION AND COMPACT DEVELOPMENT

2.3.1 CONTEXT

Significant development opportunities exist throughout the GGH that, if fully realized, can serve to accommodate a significant portion of future growth within existing *built-up areas*. These opportunities include: intensifying existing development – particularly within downtown cores, in other developing centres, along key corridors and in areas with underutilized infrastructure or where vitality has undergone significant decline (such as in *brownfield sites* and *greyfields*).

More intensive forms of development can often be achieved without dramatic change in the character and scale of the community. Effective *intensification* can occur through building height increases such as additional stories along main streets, more intensive use of industrial parks and employment zones, provision of a greater variety of residential developments (such as townhouses, stacked townhouses and apartments), and less expansive surface parking lots.

Many communities have the potential to leverage significant growth through the *redevelopment* or *intensification* of areas with excess existing infrastructure capacity. Mixing residential and employment uses within a building, subdivision or neighbourhood makes better use of our existing infrastructure, particularly as it allows people to walk or take transit to work and reduces reliance on the automobile. A more balanced distribution of population growth and jobs² can support the economic development of communities as well as making it more convenient for people to live, work and play without having to travel great distances.

Strong, healthy, inclusive communities have a broad mix of housing types, tenure opportunities and price ranges available to meet the needs of all residents. Creating a mix and range of housing types, including *affordable* housing, through *intensification* opportunities or through more compact land-use patterns in greenfield developments, can often result in more attractive and livable communities that meet the needs of the population at different stages of their lives. In particular, *intensification* offers an opportunity to deliver a form of housing which can easily accommodate the full range of housing needs within our community.

Another way to achieve *intensification* is through accessory apartments. The development of an accessory apartment (or second suite) such as an apartment in a house can increase density, reduce costs, make better use of existing infrastructure, and provide increased choice in *affordable* rental housing, while also improving affordability for homeowners.

The presence of *brownfield sites*, expansive parking lots and larger undeveloped sites

² Berridge Lewinberg Greenberg Ltd. *Guidelines for the Reurbanisation of Metropolitan Toronto. A draft for discussion*. December 1991, p.33

provide greater opportunities to integrate *intensification* projects into the existing built environment. It is reasonable to assume that intensification can be more readily accommodated within the larger urban areas of the *inner ring* than the smaller *outer ring* communities. Therefore, flexibility in the distribution of the *intensification* targets⁸ within the *outer ring* will be required to achieve the *intensification* objectives of this plan.

It is also anticipated that as *intensification* targets are applied, development would continue to occur on lands designated for development but not currently built upon.

2.3.2 POLICIES

RESIDENTIAL INTENSIFICATION TARGET

1. All municipalities within the GGH will establish policies and strategies to facilitate and promote *intensification* within *built-up areas* under their jurisdiction.
2. Within the *inner ring*, upper- and single-tier municipalities will plan for a phased increase in the yearly percentage of *intensification* so that by the year 2015, a minimum of 40 per cent of all residential development occurring annually within each upper- or single-tier municipality will be within *built-up areas*.
3. Within the *outer ring*, upper- and single-tier municipalities will plan for a phased increase in the yearly percentage of *intensification* so that by the year 2015, a minimum of 40 per cent of all residential development occurring annually within the overall *sub-area* will be within *built-up areas*.
4. Specific intensification targets for each upper- and single-tier municipality within the *outer ring* will be established through the *sub-area growth strategies*.

INTENSIFICATION AREAS

5. *Intensification areas*, which include but are not limited to *urban growth centres* and *intensification corridors*, will provide a focus for development to accommodate growth.
6. *Intensification areas* will generally be planned to achieve a density of development that is not less than 200 residents and jobs per hectare.
7. *Sub-area growth strategies* identify intensification areas in addition to the *urban growth centres* identified on Schedule 4.
8. *Sub-area growth strategies* may delineate the *intensification areas*.
9. *Sub-area growth strategies* may assign specific density targets for *intensification areas* within a *sub-area*, based on the forecasts as provided in Section 2.2 and local circumstances.

⁸ Urban Strategies Inc., *Application of a Land-Use Intensification Target for the Greater Golden Horseshoe* (Winter 2005)

10. Municipalities will develop and implement strategies to realize an appropriate amount and scale of development in *intensification areas*, based on the household and employment forecasts and *intensification* targets, including how to achieve a range and mix of housing types and *affordable* housing targets, in accordance with Policy 2.3.2.13.
11. Municipalities will establish policies in their official plans as required to implement such strategies identified in accordance with the provisions of policy 2.3.2.10.
12. The Province and municipalities will use infrastructure investment and other implementation tools and mechanisms to facilitate *intensification*.

AFFORDABLE HOUSING IN URBAN AREAS

13. *Sub-area growth strategies* will establish minimum *affordable* housing targets for all *regional market areas* within *sub-areas* that will be used to provide guidance to municipalities in fulfilling their responsibilities under the *PPS* for the provision of *affordable* housing.
14. Municipalities will encourage secondary suites as a component of their *intensification* strategy.

2.4 URBAN GROWTH CENTRES AND INTENSIFICATION CORRIDORS

2.4.1 CONTEXT

Urban growth centres are important areas for *intensification* that will form the network of urban centres – the primary areas for growth – to 2031. The goal for *UGC*s and *intensification corridors* is to achieve a vibrant, compact, efficient urban form. As key areas for *intensification*, *UGC*s will meet or exceed provincial *intensification* targets and *transit-supportive* densities. As such, *UGC*s and *intensification corridors* will be a key focus of transit and infrastructure investment required to ensure the development of vibrant, thriving, livable communities.

*Urban growth centres*⁹ are generally located in fast-growing metropolitan areas of the GGH and are a mix of older core areas and newly planned suburban centres. These centres act as, or have the potential to become, regional focal points that draw people and businesses because of the housing and employment opportunities they provide within a livable, pedestrian-friendly environment. They also play a key role in supporting the regional economy of the surrounding areas and other nearby smaller *settlement areas*. *Urban growth centres* are not all at the same scale or same stage of development. Some are just emerging as urban centres, while others are established older downtowns or large urban nodes. Certain *UGC*s contain all or parts of *intensification corridors*. However, regardless

⁹ Ministry of Public Infrastructure Renewal, "Urban Growth Centres in the GGH" 2005.

of the stage they are at today, they can become magnets for substantial growth because they have the infrastructure and capacity to absorb future residential and employment growth efficiently. By focusing growth in *UGC*s, existing thriving downtown cores will be maintained and newer urban centres can achieve their full potential to become established livable communities.

Intensification corridors are found along key transportation corridors that may serve as transportation linkages between *UGC*s (such as Yonge Street from North York to downtown Toronto). These corridors present an opportunity to accommodate significant growth in areas that are or will be well-served by transit. While some corridors in the GGH have achieved the necessary densities to support an effective and efficient transit system, others are still evolving. There exists an opportunity to prepare corridors for *intensification* in a manner that will best accommodate future growth, where the goal is to balance the desired objectives of accommodating transit and vehicular traffic flow on a pedestrian-oriented streetscape.

Establishing and developing a network of *UGC*s and *intensification corridors* in conjunction with an integrated transportation network will help shape a more sustainable and livable metropolitan region. *Intensification corridors* will complement the *UGC*s they link by improving transit effectiveness between these centres and realising the underutilized potential for development and *redevelopment* that exists throughout the GGH.

Supporting more compact mixed-use development within *UGC*s and *intensification corridors* will help to limit sprawl, while supporting public transit, cycling and walking as alternatives to the automobile. At the same time, it is important to keep in mind the unique characteristics of different *UGC*s and *intensification corridors* when encouraging infill. The appropriate protection of heritage structures, stable neighbourhoods and environmental features all need to be carefully considered as we plan for *intensification* along these corridors.

Schedule 4 identifies the *UGC*s of the GGH.

2.4.2 POLICIES

1. The policies for *intensification areas* apply to *urban growth centres* and *intensification corridors*.
2. *Urban growth centres* and *intensification corridors* will be planned –
 - a) to attract a significant portion of population, household and employment growth
 - b) to have a diverse mix of land uses, including residential and employment uses

- c) to serve as major employment centres in the Greater Golden Horseshoe
 - d) to accommodate employment activities of a provincial, national or international significance (e.g., corporate head offices, industry clusters).
3. *Urban growth centres* will be planned –
- a) to serve as regional transit hubs with well developed transit infrastructure, and
 - b) as focal areas for investment in cultural, institutional, recreational, entertainment and regional-level public infrastructure.
4. *Urban growth centres* and *intensification corridors* will have the existing and planned infrastructure capacity to accommodate projected increases in residents and jobs (e.g., transportation, water and wastewater systems).

2.5 EMPLOYMENT AREAS

2.5.1 CONTEXT

Employment areas in the GGH are among the largest concentrations of manufacturing and distribution centres in North America and are major contributors to the overall economic prosperity of the province. While some *employment areas* serve a variety of purposes, others are unique hubs such as the areas surrounding international airports. Collectively, these areas house 45 per cent of all employment in the GTA.¹⁰

Demand for industrial space including knowledge-based industries traditionally found in *employment areas* is expected to be an important element of economic growth in southern Ontario. We need to ensure an adequate supply of land is available across the GGH to accommodate industrial uses in large areas separated from residential and other sensitive uses. These *employment areas* should be strategically located within urban areas near major transportation corridors or with good access to the U.S. border. In particular, *employment areas* within a gateway economic zone¹¹ are significant assets that need to be carefully planned to maximize their potential to benefit the regional economy.

One of the challenges facing municipalities throughout the GGH is ensuring that *employment areas* are retained for industrial uses. The conversion of *employment areas* to other uses, or the introduction of uses into *employment areas* not compatible with industrial facilities, can result in a shortage of employment lands.

¹⁰ Lorus, Antony. "How to Meet the Challenges of Planning for Employment Land" *Ontario Planning Journal*, Volume 19, Issue 6, November-December 2004

¹¹ Schedules 5 and 6

The Growth Plan's policies elaborate on the policies of the *PPS* by discouraging major retail uses in *employment areas*, and by requiring that a conversion to non-employment uses or major retail uses will not result in an expansion of the *designated growth area*. The policies also acknowledge that conversion may be necessary to meet health and safety concerns (e.g., *source water protection*), and only allow conversions as part of a *comprehensive review*.

2.5.2 POLICIES

1. Municipalities may permit conversion of lands within *employment areas* to non-employment uses or major retail uses only through a *comprehensive review*, and only where it has been demonstrated that the conversion or designation is necessary to address other provincial priorities such as community health and safety enhancement, or –
 - a) the land is not required over the long term for the employment purposes for which it has previously been designated, and
 - b) the conversion does not result in an expansion of the *settlement area* to meet future employment needs.
2. Municipalities are encouraged to designate and preserve lands in the immediate vicinity of existing major highways, ports, rail yards and international airports as areas for manufacturing, warehousing, and associated retail, office and ancillary facilities.
3. Major office development (generally defined as office development greater than 20,000 square feet) will be located in areas where *higher order transit* services exist or are planned.
4. *Employment areas* within "gateway economic zones" will be designated to accommodate uses primarily focused on cross border trade, movement of goods and tourism-related opportunities.

2.6 DESIGNATED GROWTH AREAS – GREENFIELDS

2.6.1 CONTEXT

Significant amounts of land have already been designated in official plans to accommodate future urban development. The intent of the Growth Plan is to ensure that designated but not yet urbanized areas, grow at *transit-supportive* densities, with *transit-supportive* street configurations, attractive urban environments, jobs available for new residents, and plans to mitigate traffic congestion. If managed properly, the land currently designated for urban development within the GGH will accommodate prosperous and livable urban growth for at least a generation.

These *designated growth areas*, commonly known as greenfield areas, represent a key component in the implementation of the Growth Plan and their development needs to be staged in a manner that complements the Growth Plan's re-urbanization and *intensification* objectives. While it is clear that lands beyond the *built-up area* will gradually be needed to accommodate 3.7 million new residents by 2031, development within these *designated growth areas* will be significantly different than it is today. In the same way that *intensification* targets and other policies in this growth plan will improve the density of existing *built-up areas*, targets for *designated growth areas* are needed to ensure that these areas achieve *transit-supportive* densities and a healthy mix of jobs and residents.

2.6.2 POLICIES

1. The gross density of development in the *designated growth area* of each upper- or single-tier municipality will generally not be less than 50 residents and jobs per hectare in the *inner ring* or 40 residents and jobs per hectare in the *outer ring*. *Sub-area growth strategies* may establish higher minimum densities for upper- or single-tier municipalities.
2. New development taking place in *designated growth areas* will be designated, zoned and designed in a manner that encourages street configurations that support the early integration of transit services into the new sections of the community.
3. New development taking place in *designated growth areas* will be designated, zoned and designed in a manner that encourages easy access to local stores and services by alternative transportation modes including cycling and walking.

2.7 URBAN BOUNDARIES

2.7.1 CONTEXT

A range of analyses indicates that there is a sufficient supply of unbuilt land within *settlement areas* in the GGH to accommodate the majority of growth for approximately two development cycles.¹²

Planning for sustainable growth to 2031 and beyond will mean that serious attention needs to be paid to realizing more vibrant, compact, transit-efficient forms of development. Through *intensification* and re-urbanization, we can make more efficient use of existing infrastructure thereby reducing the rate of

¹² Recent land supply studies undertaken include Ministry of Public Infrastructure Renewal, *A Current Assessment of Gross Land Supply in the Greater Golden Horseshoe* (2005); Maloné Given Parsons, *Analysis of Land Supply in the GTA-Hamilton Area* (2004); Neptis Foundation, and Toronto Related Region Futures Study, unpublished (2002).

land consumption for urban development. While *intensification* is expected to accommodate a considerable amount of new growth, *settlement area* boundaries will eventually have to be expanded. Key considerations relating to the staging of future expansions include the promotion of balanced employment and residential growth and the achievement of *intensification* targets.

LAND SUPPLY FOR FUTURE DEVELOPMENT IN THE INNER RING

In 2004, the *inner ring* had a total of 197,100 hectares (gross area calculation) of urbanized land and 70,700 hectares designated for future development.¹³

Beyond the *settlement area*, outside the *draft Greenbelt Plan area*, there are approximately 60,200 hectares that could be considered for future urban growth.¹⁴ If development continues to occur at densities and patterns similar to the current trends, it is estimated that future growth well beyond 2031 could be accommodated on lands within this area.

LAND SUPPLY IN THE OUTER RING

In the *outer ring*, land supply is less of an issue in planning for future growth, however, there are localized pressures to expand the urban boundaries in several high growth *settlement areas*. It is the objective of this plan to ensure that growth within the *outer ring* is planned in a manner to provide for the development of compact, *transit-supportive* communities with an appropriate balance between residential and employment growth. To achieve this objective, *sub-area growth strategies* will determine the need for and phasing of expansions to urban boundaries within *outer ring* communities.

2.7.2 POLICIES

1. *Sub-area growth strategies* will assess the need for and phasing of increases to the amount of *designated growth area* within a municipality, and may assess specific *settlement-area* expansions.
2. In determining the need for an expansion of the *settlement area*, consideration shall be given to the following –
 - a) compliance with the population, household and employment forecasts of the Growth Plan,
 - b) the results of the sub-area economic analysis, as provided for in Section 5.2,
 - c) an assessment of the impact of the expansion on the achievement of the *intensification* targets for the municipality,

¹³ Ontario Ministry of Public Infrastructure Renewal. *A Current Assessment of Gross Land Supply in the Greater Golden Horseshoe*. January 2005, Table 3, p.11

¹⁴ *Ibid.*

- d) availability of infrastructure capacity (water, wastewater, transportation, stormwater and utilities) to service the proposed development,
 - e) an assessment of the short- and long-term fiscal impacts associated with expanding the amount of *designated growth area*; and
 - f) an assessment of the impacts of such an expansion on environmental features, natural resources, agricultural resources and heritage resources as provided for in the *PPS*.
3. *Settlement area* expansions will not be permitted prior to the completion of a *sub-area growth strategy*, except where –
- a) there is not sufficient vacant land available within the *regional market area* to reasonably accommodate growth projected over the next five years, taking into consideration the growth forecasts and *intensification* targets of this plan,
 - b) the expansion makes available sufficient land, for a time horizon not exceeding five years,
 - c) all relevant requirements of this growth plan have been met,
 - d) agreement has been obtained from both the Minister of Public Infrastructure Renewal and the Minister of Municipal Affairs and Housing.
4. Following the adoption of a *sub-area growth strategy*, expansions to *settlement areas* as designated in official plans will –
- a) meet all requirements under the *Planning Act* and the proposed Places to Grow Act,
 - b) only occur after an assessment of environmental and fiscal impacts associated with expanded infrastructure demonstrates the proposed expansion is the most appropriate means of accommodating additional growth.

2.8 SMALL CITIES AND TOWNS

2.8.1 CONTEXT

Small cities and towns make a valuable contribution to the diversity and attraction of the GGH. They will prosper and continue to be important to the economic strength, social well-being and environmental health of this area and offer an important alternative to life in the urban centres. These diverse *small cities and towns*,

set within agricultural and rural areas, possess unique advantages due to their close proximity to many GGH urban centres. There are however a number of challenges:

- Traditional growth was dependent on local jobs. Today, proximity to the GTA and other growth centres, together with low housing costs has lead to a disproportionate amount of housing growth relative to job growth. This situation contributes to urban sprawl and long-distance commuting;
- Conversely, proximity to the GTA offers some important economic opportunities for *small cities and towns* such as day-trip tourism, specialized commercial markets, and unique industrial locations;
- Flex-hours, home-based business opportunities, and telecommuting are drawing residents to the attractive environments and lifestyles of *small cities and towns* close to the GTA;
- Natural limitations on the growth of *small cities and towns*, such as the availability of water and the assimilative capacity of streams and the need to protect natural systems, may be exceeded in the face of growth pressure.

It is the intent of the Growth Plan that *small cities and towns* continue to offer a diversity of jobs and economic opportunities to local residents and businesses. Economically, as well as physically, environmentally and culturally, *small cities and towns* should be as self-sufficient as possible. As they grow, they must retain their identity and use that growth to improve community well-being and diversity. These settlements will also play a vital role in meeting the social, employment, and retirement needs of surrounding rural and agricultural areas, and in preserving valuable heritage features of the GGH.

Small cities and towns will not be permitted to become the next wave of urban sprawl. A balance between new residents and new local employment opportunities needs to be maintained. *Intensification* over time may in some communities permit local public transit to be provided efficiently as the communities grow and prosper.

Like the major urban areas, *small cities and towns* must be efficient and fiscally sustainable so that their residents can benefit from an appropriate range of services without an undue financial burden.

2.8.2 POLICIES

1. *Small cities and towns* are encouraged to develop as complete and self-sufficient communities that provide an appropriate mix of housing, jobs, recreational and cultural opportunities, and community services for their residents.
2. While *urban growth centres* will be the focus of major growth within the Greater Golden Horseshoe, *small cities and towns* can grow within the capacity of their local natural systems, water supply and wastewater

disposal, consistent with the policies of this plan.

3. Municipalities will adopt policies in their official plans to support *intensification* within *small cities and towns* consistent with targets established through the *sub-area growth strategy*.
4. Any expansion of the *settlement area* of *small cities and towns* will conform to the policies in section 2.7.2 and will only be permitted where it can be demonstrated that such expansions achieve a minimum of one full-time job per three residents or where the expansion will directly result in the *settlement area* moving significantly toward such a ratio.

3 INFRASTRUCTURE TO SUPPORT GROWTH

3.1 CONTEXT

Infrastructure investment decisions are intrinsically linked to decisions on where and how the GGH will grow. Having the transit, transportation, water and wastewater systems, and public utilities to meet growth needs is part of this challenge.

The use of existing infrastructure must be optimized if we are to realize the value of previous infrastructure investments. It has been estimated that over 20 per cent of infrastructure capital costs could be saved during the next 25 years in the GTA by moving from lower density development to more compact and efficient built forms.¹⁵

The Growth Plan provides the framework for infrastructure investment that will –

- support a pattern of development that emphasizes compact urban form
- identify, optimize and expand the capacity of existing infrastructure to support growth
- establish a more integrated transportation network
- co-ordinate long-range infrastructure plans across the region.

While this section provides specific policies relating to planning for the key infrastructure related to growth – transportation and water and wastewater systems – Section 7 deals with the Province's multi-year infrastructure strategy to address future infrastructure needs across the GGH.

¹⁵ GTA Task Force. Greater Toronto: Report of the GTA Task Force. January 1996, p. 12; Slack, Enid. *Municipal Finance and the Pattern of Urban Growth*, C.D. Howe Institute, No. 160, February 2002, p. 6; TD Economics. *Greater Toronto Area: Canada's Primary Economic Locomotive in Need of Repairs*. May 2002, p. 15.

3.2 INTEGRATED TRANSPORTATION NETWORK

3.2.1 CONTEXT

The GTA has been the subject of a series of land-use and transportation plans over the past 50 years. These plans have increasingly recognized the need for integrating transportation, land-use and development planning processes to help shape a sustainable urban structure that includes compact, mixed-use centres and corridors favouring short trips and a range of transportation options. These kinds of land-use patterns support public transportation, walking and cycling, reduce dependence on the private automobile, and provide a more cost-effective transportation system. While there have been some successes in the achievement of the goals of these plans, more is needed to address the challenges of growth in a coordinated manner.

The Province will promote integrated planning of land use and transportation within the GGH by facilitating residential and employment *intensification* through *transit-supportive* development within *intensification areas*; promoting *intensification* generally throughout the urban area; requiring greenfield development to be *transit-supportive* in both form and densities; and restricting development within non-growth areas.

This future transportation network will move people and goods more efficiently, linking *UGC*s within and between *sub-areas* of the GGH, while supporting growth in *UGC*s and other *intensification areas*.

While the Growth Plan provides the policy framework for an integrated transportation network in the GGH, the Ministry of Transportation in Ontario is also developing a Transportation Strategy for the Greater Golden Horseshoe area. This transportation strategy would be consistent with the Growth Plan and set out more specific objectives such as: increasing transit ridership; reducing commute time; building up a balanced transportation system; reducing the environmental impact of transportation and co-ordinating transportation investment.

The transportation planning components of the *sub-area growth strategies* will be informed by the transportation policies of the Growth Plan and provide further guidance to the Transportation Strategy for the Greater Golden Horseshoe. The Growth Plan will also include *sub-area growth strategies*, which will guide long-term transportation and growth-planning objectives.

In order to facilitate the effective planning, development and financing of an integrated transportation system within the GTA, the Province has proposed to establish the Greater Toronto Transportation Authority. This agency will plan, coordinate and finance transportation activities in the GTA, consistent with the objectives of this plan.

3.2.2 GENERAL POLICIES

1. The transportation system within the Greater Golden Horseshoe will be planned and managed to provide for the effective integration of different modes of transportation to ensure that people and goods flow efficiently throughout the region.
2. Transportation infrastructure investment will be co-ordinated with the land-use related growth objectives of this plan to shape growth in the Greater Golden Horseshoe.
3. The planning activities and investments of the proposed Greater Toronto Transportation Authority would conform to the provisions of the Growth Plan for the Greater Golden Horseshoe.
4. When planning for future transportation needs, corridors in the Greater Golden Horseshoe will be identified and protected to account for all transportation modes and technologies.
5. Further consideration will be given to provide separation of modes within corridors while providing adequate capacity.
6. The Province will work with municipalities to ensure that the planning and design of highways and interchanges is consistent with the objectives of the Growth Plan to focus growth in *settlement areas* and to ensure the efficient operation of an integrated transportation system.
7. To implement components of the transportation policies set out in this growth plan, *sub-area growth strategies* will –
 - a) identify and assess key transportation infrastructure required to link *urban growth centres* within and between *sub-areas*
 - b) provide refinement, phasing and coordination of transportation infrastructure objectives and investment decisions to link *urban growth centres* within and between *sub-areas*
 - c) identify opportunities to implement *transportation demand management* strategies that require coordination and implementation to link *urban growth centres* within and between *sub-areas*.
8. Municipalities will establish policies that –
 - a) develop and implement *transportation demand management* strategies that will serve to reduce trip distance and time, reduce traffic congestion, and promote a shift from automobile use to other modes of transportation
 - b) include explicit targets for reducing the proportion of travel by car, and increase year-over-year the proportion of trips made on foot, bicycle and public transit.

MOVING PEOPLE

One of the core elements of an integrated transportation network is to help people move throughout the region as efficiently and effectively as possible. Transit will be the first priority for investment to improve services linking *UGCs* within and between *sub-areas* of the GGH. In order to facilitate the creation of more sustainable urban development patterns, investment will be focused on moving towards a transportation system anchored by *higher-order transit*. A *higher-order transit* system will serve to assist in shaping the urban and urbanizing parts of the GGH, encourage compact mixed-use development in *UGCs* and help to discourage sprawl.

While the focus for moving people within the GGH will be on improving transit services, area roads and highways will still be the backbone of the transportation network for goods movement, tourism and the travel needs of people living outside of *intensification areas*. As a result, it is important to continue to invest in the road and highway system, within the context of a balanced transportation system that better serves the needs of the traveling public.

3.2.3 POLICIES FOR MOVING PEOPLE

1. Transit infrastructure will be used to shape growth:
 - a) By expanding service areas, adding capacity to existing systems or moving to a *higher-order transit* system;
 - b) By promoting residential and employment *intensification*;
 - c) By facilitating improved linkages to *urban growth centres* within and between *sub-areas*.
2. Transit is the first priority for investment to meet the Growth Plan's objectives of increasing transit ridership, managing congestion, reducing commuting time, improving levels of transit service, and providing alternative transportation choices to the automobile.
3. Decisions and priorities on transit infrastructure investment will be focussed on adding high quality, fast, frequent services connecting *urban growth centres* within *sub-areas* and, where feasible, connecting *sub-areas* with each other. Such investments will be made on the basis of increasing ridership, reducing commuting times and supporting *intensification* and *transit-supportive* residential and employment densities.
4. Municipalities will establish policies to ensure that pedestrian and bicycle networks are integrated into community design.
5. Strategic investment in the maintenance and expansion of the region's road and highway network will provide for varied travel needs of people

throughout the Greater Golden Horseshoe.

6. Schedule 5 provides the foundation and framework for future transit investment decisions in the Greater Golden Horseshoe.

MOVING GOODS

One of the most important elements of the transportation network within the GGH is connecting our manufacturing sector with the vital markets in the United States and other parts of Canada. The GGH is the origin and destination for a significant share of Ontario's freight haulage while accommodating an enormous volume of through truck traffic. The North American Free Trade Agreement has dramatically increased Canada-U.S. freight flows – primarily by truck. Today, goods movement is threatened by increased congestion in the region. This poses a significant threat to the economic competitiveness of businesses that depend on reliable and efficient goods movement.

Enabling goods movement requires an inter-modal transportation system that integrates different modes of transport to provide access to the least expensive and most effective means to move goods. This would allow specific modes to be used for that portion of the trip to which they are best suited.

Building an effective goods movement network in the GGH requires –

- strategic improvements and expansion to the current and future highway network
- improved border crossing transportation capacity at the Windsor, Niagara and Sarnia gateways
- an improved *multi-modal transportation system* that better integrates road, rail, marine and air modes
- the planning of future *economic corridors*.

3.2.4 POLICIES FOR MOVING GOODS

1. The first priority of highway investment is to facilitate goods movement by linking *inter-modal facilities*, international gateways and communities within the Greater Golden Horseshoe.
2. In planning for the development of new, or the expansion of existing *economic corridors* (highway, rail, air, water) for moving goods the Province will –
 - a) establish linkages to planned or existing inter-modal opportunities
 - b) avoid, or where unavoidable, appropriately mitigate impacts on natural systems and agricultural systems
 - c) put measures in place to discourage urban sprawl.

3. Municipalities will provide for the establishment of priority truck routes, where feasible, to facilitate the movement of goods into and out of areas of significant employment, industrial and commercial activity and that provide alternate routes connecting to the provincial network.
4. Municipalities will establish policies to ensure land-use activities along or in the vicinity of *inter-modal facilities*, truck routes, railway corridors and yards, airports, highways and major interchanges, and dockyards are compatible with the primary goods movement function of these facilities. Such policies shall address separation distances and mitigation measures associated with noise, traffic, dust, vibration and any other environmental concerns associated with such facilities.
5. Schedule 6 provides the foundation and framework for future goods movement investment decisions in the Greater Golden Horseshoe.

3.3 WATER AND WASTEWATER SYSTEMS

3.3.1 CONTEXT

The capacity of water and wastewater infrastructure helps to determine where growth is possible. Investment in water and wastewater infrastructure has lagged behind growth in the GGH; and many municipalities are now faced with significant renewal and capacity expansion issues that need to be addressed if we are to properly service existing and future growth.

Some of the challenges facing communities in the GGH and other areas of the province include –

- aging water and wastewater infrastructure
- poor accounting and asset management practices
- small, financially unsustainable water and wastewater systems
- inadequate revenue to finance infrastructure repairs and expansion for growth
- large capital investment needs due to deferred investments and to support new population, household and employment growth.

Water services play an important role in supporting the Growth Plan. Maintaining and upgrading existing water and wastewater facilities can ensure the delivery of clean and safe water and efficient wastewater services. As well, planning and implementing comprehensive local water-conservation strategies, including metering, pricing and efficient technologies support the objectives of this plan.

In some areas, communities rely on groundwater or inland rivers and lakes for their sources of drinking water. Many of these communities will either face limits to growth as their systems reach capacity, or may need to invest in Great Lakes-based water supply systems, which are significant and costly undertakings. As a result, there is a need to coordinate investment in water and wastewater infrastructure to support future growth, while at the same time determining how to pay for and administer maintenance and upgrading programs for existing systems to ensure the provision of reliable and safe water.

The *Sustainable Water and Sewage Systems Act (SWSSA)*, 2002 and any associated regulations when proclaimed, would address the long-term financial viability of water and wastewater services. The legislation would establish the framework for the implementation of full cost recovery for municipal water and wastewater services in Ontario. Full cost recovery allows water and wastewater system owners to generate enough revenue to pay all the costs associated with their municipal water and wastewater systems. This includes –

- the cost of taking the water from its source, treating it, distributing it to homes and businesses, then collecting and treating wastewater
- the investments needed to build and maintain high-quality infrastructure.

Once proclaimed, the *SWSSA*, 2002 will require that the full cost of providing water and sewage services, including capital and operating costs, as well as *source water protection* costs associated with providing these services, be accounted for and recovered by municipalities.

The Province has also established an expert panel to review all aspects of investment, financing, pricing, organization and governance of the Province's water and wastewater systems. The panel is to advise on how to make the investments needed to improve Ontario's water and wastewater infrastructure and how best to organize and deliver water and wastewater systems and services. The panel is consulting with key stakeholders, guided by the fundamental principles of affordability, sustainability and achievability.

3.3.2 POLICIES FOR WATER AND WASTEWATER SYSTEMS

1. Sustainable water and wastewater services should not negatively impact natural systems, quality and quantity of ground and surface water, or stream baseflows.
2. Water and wastewater system owners should generate enough revenue to pay the full operating and capital costs of water and wastewater services.
3. Water and wastewater systems should be expanded as required to support future population, household and employment growth consistent with the directions of this plan.

4. *Sub-area growth strategies* will incorporate planning for the provision of water and wastewater services within *sub-areas*, particularly with respect to the future consideration of establishing inter-connections between municipal water and wastewater systems or the establishment of Great Lakes-based systems to service growth within the *sub-area*.

4 PROTECTING WHAT IS VALUABLE

4.1 CONTEXT

The GGH is blessed with unique natural and cultural heritage sites, valuable natural resources and high quality agricultural lands that are critical to Ontario's long-term prosperity and quality of life. We must protect, enhance, and where possible, restore these valuable assets as part of planning for future growth. The Growth Plan sets a framework to steer growth pressures away from the places and systems we need to protect.

We must also be wise with the use of our valuable natural resources. By conserving energy, water and other resources, and by reducing the waste we produce, we can lessen the demand on these resources and ensure that they are available for future generations.

Building on provincial initiatives such as the *PPS*, the proposed Greenbelt Plan, the Niagara Escarpment Plan review, planning reform, *source water protection* planning, the Strong Rural Communities Plan, *Ontario Heritage Act* reform and a comprehensive waste management strategy, the Growth Plan provides a range of policies for addressing resource protection and conservation in Ontario.

4.2 THE NATURAL SYSTEM

4.2.1 CONTEXT

A natural system integrates the features and functions of both the terrestrial environment and the water resource system. A natural system recognizes the inter-relationships between significant terrestrial, water and landform elements. It also recognizes the need for natural corridors to link the features and functions to maintain biological and ecological diversity, and viable populations of indigenous species and ecosystems.

Parklands, open spaces, lakes, streams and trails across the GGH also support environmental protection in the natural system, and are needed to provide opportunities for recreation, tourism and cultural/natural heritage appreciation.

Policies for natural heritage features and water protection in the *PPS* are supported by the Growth Plan. In addition to the *PPS*, the Niagara Escarpment Plan and Oak Ridges Moraine Conservation Plan have established planning policies to protect these important landforms and their significant features in the GGH. The proposed Greenbelt Plan proposes to enhance protection outside those plans by identifying a protected countryside area containing a natural system. The proposed Greenbelt Plan has been developed in tandem with the Growth Plan to ensure that the land-use needs for growth are coordinated with the identification of areas requiring protection.

At the same time, in some areas of the GGH, municipalities have undertaken considerable work to identify natural heritage features such as woodlots, wildlife habitat, valleylands and groundwater protection zones. These studies and the protection policies contained in official plans also provide a base upon which to identify and protect the natural system in the GGH.

The Growth Plan builds on these initiatives to develop and establish a natural system for the GGH through the *sub-area growth strategies*.

PROTECTING DRINKING WATER

Safe, clean drinking water is fundamental to human and ecosystem health. An adequate supply of safe, clean drinking water is also essential for strong, lasting and prosperous communities and a sustainable environment. The Growth Plan policies for the natural system are intended to help achieve this goal.

The Province is committed to protect drinking water by implementing recommendations from the Walkerton Inquiry. The Province is considering legislation that would require *source water protection* plans to be developed and implemented for Ontario's *watersheds*. The goal of *source water protection* is to safeguard human health by ensuring that current and future sources of drinking water in Ontario's lakes, rivers and ground water are protected from potential contamination and depletion.

Part of protecting our water resources is to better manage how much water we use and how much water is taken out of the *watershed* for human use. Section 4.6 establishes the policies to conserve water in the GGH.

4.2.2 POLICIES

1. The policies in this section do not apply to lands included in the proposed Greenbelt Plan.
2. Building on existing initiatives, the natural system of the Greater Golden Horseshoe will be identified and mapped by the Province, in conjunction with planning authorities, conservation authorities and other affected stakeholders, as part of the *sub-area growth strategies*.

3. The natural system will include, at a minimum, *natural heritage features and areas*.
4. The natural system will also include, at a minimum, *surface water features, ground water features* and hydrologic functions which are necessary for the ecological and hydrological integrity of *watersheds* within the natural system.
5. The natural system will recognize the linkages between and among *natural heritage features and areas, ground water features and surface water features*, which are necessary to maintain biological and geological diversity, natural functions, viable populations of indigenous species and ecosystems.
6. Criteria for the identification of *natural heritage features and areas, ground water features and surface water features*, will be developed by the Province, in conjunction with planning authorities, conservation authorities and other affected stakeholders, as part of the *sub-area growth strategies*. Some criteria may differ among the various *sub-areas* in recognition of the differences in ecological conditions across the Greater Golden Horseshoe (e.g., from the Carolinian zone in the southwest to the Canadian Shield in the northeast).
7. *Sub-area growth strategies* may also identify policy and implementation approaches to protecting the natural system and the features within the natural system. Policies cannot be less protective of the natural system or the features within the natural system than the policies of the *PPS* and will respect a balanced approach to the wise use and management of all resources, including *mineral aggregate resources* and agriculture.
8. The natural system policies contained within the *sub-area growth strategies* will not limit the ability of existing *agricultural uses* to continue.
9. The natural system will be incorporated into municipal official plans and other local planning policies and documents.
10. The expansion of a *settlement area* boundary will not be permitted in the natural system.
11. All planning authorities will consider how activities and land-use changes outside of the natural system affect the natural system and will promote and undertake appropriate planning and design to ensure external connections to the natural system are maintained and/or enhanced.
12. The Province will work in partnership with municipalities, conservation authorities, non-governmental organizations, and other interested parties to –
 - a) encourage the development of a system of publicly accessible parkland,

open space and trails within each *sub-area* which clearly demarcates where public access is and is not permitted

- b) encourage the development of a trail plan and a coordinated approach to trail planning and development in the Greater Golden Horseshoe to enhance key existing trail networks and to strategically direct more intensive activities away from sensitive landscapes
- c) promote good land stewardship practices for public and private lands within the Greater Golden Horseshoe
- d) encourage greater use of conservation easements and support acquisition or securement of ecologically significant lands.

4.3 A PRODUCTIVE AGRICULTURAL SYSTEM

4.3.1 CONTEXT

The agricultural lands of the GGH are considered some of the best in the world, with farms in this region generating approximately \$3.5 billion in total gross farm receipts.¹⁶

Agricultural lands are a finite resource, and *prime agricultural lands* such as those found throughout the GGH are relatively rare in Canada. Over 50 per cent of land in the GGH is considered *prime agricultural land* (Class 1, 2 and 3 soils). Much *prime agricultural land* is located where development pressures are greatest.¹⁷ Protecting these agricultural lands is an important part of sustaining Ontario's agriculture and agri-food industry and ensuring the vitality of the agricultural sector of the region's economy. The tender fruit and grape lands of the Niagara Peninsula and the Holland Marsh are particularly precious assets and are protected within the proposed Greenbelt Plan.

The agricultural system includes *specialty crop areas*, *prime agricultural areas* and parts of *rural areas* where agricultural activities takes place. The *specialty crop areas* support or have the capability to support a range of crops, such as fruit and vegetables. Examples of specialty crop lands include the grape lands of Niagara, the potato growing areas in Simcoe and Dufferin Counties, and the sandy soils of Brant County.

The sustainability of Ontario's agricultural industry depends on more than just protecting lands with appropriate soil types to support *specialty crop areas* and *prime agricultural areas*. It also involves factors such as favourable climatic

¹⁶ Walton, Margaret. *Agriculture in the Central Ontario Zone*, Neptis Foundation. Issue Paper No. 1, 2002, p.8

¹⁷ *Ibid.*, p.4

conditions, ensuring access to markets, agricultural infrastructure, and agricultural support industries. All of these factors need to be considered in defining the agricultural system.

Agriculture within the GGH has a unique opportunity to thrive because of its proximity to markets, research institutions, and tourism opportunities, as well as the high level of land-use planning protection provided to its key land base. The Growth Plan will help to ensure the long term sustainability of the agricultural industry by putting in place measures to curb urban sprawl. It will minimize the further fragmentation of the agricultural land base thereby providing the agricultural industry with the confidence needed to plan long-term investments.

4.3.2 POLICIES

1. The policies in this section do not apply to lands included in the proposed Greenbelt Plan.
2. The agricultural system of the Greater Golden Horseshoe (*specialty crop areas, prime agricultural areas, rural areas*) will be identified and mapped by the Province, in conjunction with planning authorities and other affected stakeholders, as part of the *sub-area growth strategies*.
3. *Sub-area growth strategies* will identify policies to protect the agricultural system including but not limited to the following:
 - a) Minimum lot size standards for lot creation for *agricultural uses in prime agricultural areas*;
 - b) Minimum lot size standards for lot creation for *agricultural uses in specialty crop areas*.
4. These policies will not be less protective than the policies of the PPS and will respect a balanced approach to the protection of all resources. *Normal farm practices* and a full range of *agricultural, agriculture-related, and secondary uses* are permitted in the agricultural system.
5. The agricultural system will be incorporated into municipal official plans and other local planning policies and documents.
6. Municipalities are encouraged to maintain, improve and provide opportunities for farm-related infrastructure such as drainage and irrigation and provide opportunities for farm support businesses.
7. Municipalities are encouraged to create municipal agricultural advisory committees, citizen committees that advise municipalities on agricultural matters, and consult with them on decision-making related to agricultural planning and the identification, protection and use of agricultural resources.

4.4 RURAL AREAS

4.4.1 CONTEXT

The Province is planning for a strong, prosperous and healthy rural Ontario. *Rural areas* make a significant contribution to the cultural history, diversity and attractiveness of the GGH. They create opportunities for economic development to complement the agricultural industry. At the same time, given their proximity to Canada's engine of economic growth, *rural areas* in the GGH face some unique challenges. This plan will help to ensure that these rural communities fulfill their potential successfully.

4.4.2 POLICIES

In addition to the policies of the *PPS*, the following policies apply to *rural areas*:

1. The policies of this section do not apply to lands included in the proposed Greenbelt Plan.
2. *Rural areas* support land uses that include a range of agricultural, recreational, tourism, and resource-based commercial and industrial uses.
3. *Rural areas* can accommodate *normal farm practices* and the full range of *agricultural, agriculture-related, and secondary uses*.
4. Non-agricultural uses shall not negatively impact on the natural system or the agricultural system.
5. The extension of municipal or private communal sewage or water services will only be permitted in the case of health issues or to service existing uses.

4.5 MINERAL AGGREGATE RESOURCES

4.5.1 CONTEXT

Mineral aggregate resources such as limestone, sand, gravel, clay, shale and sandstone are required for the development and maintenance of Ontario's infrastructure. The GGH produces and consumes more than 90 million tons of this non-renewable resource annually.¹⁸ Within the GGH, there is a need to balance the ongoing public demand for *mineral aggregate resources* with the social and environmental impacts of the extraction activities.

4.5.2 POLICIES

1. The Province will work with municipalities, consumers, producers of *mineral*

¹⁸ Hollingsworth, Brian. Mineral Aggregates Issue Paper, prepared for the Central Ontario Smart Growth Panel. October 2002, p.5

aggregate resources, and other stakeholders to develop a long-term strategy for mineral resource management in the Greater Golden Horseshoe.

This strategy will examine –

- a) comprehensive approaches for co-ordinated and orderly extraction of *mineral aggregate resources* to minimize conflict with other land uses
- b) comprehensive approaches for co-ordinated rehabilitation between adjacent mineral aggregate operations and promotion of progressive rehabilitation
- c) opportunities for alternative and innovative ways to both conserve and extract *mineral aggregate resources*.

4.6 A CULTURE OF CONSERVATION

4.6.1 CONTEXT

The GGH is anticipating significant growth that will put increased pressure on our use of resources and the quality of our environment. If we are to protect what is valuable, while at the same time encourage and support the growth needed to sustain Ontario into the twenty-first century, we must better manage the demand for water and energy, improve air quality, and reduce the amount of waste we produce.

The provision of safe drinking water and conservation of clean water sources is fundamental to public health and the quality of life in the GGH. Reducing water usage and ensuring responsible extraction from groundwater and surface water sources will help ensure that future generations have an adequate supply of clean and safe water.

The government has put in place tough new rules for water-takings to protect the supply of drinking water, foster strong communities, and allow greater knowledge and control over the impacts of removing water from a *watershed*. [The *Ontario Water Resources Act* and the Water Taking and Transfer Regulation provide for the conservation, protection, wise use and management of Ontario's water resources. Where there is already a high level of water use in a *watershed* relative to the existing water flows, the Ministry of the Environment will refuse permit applications for new or expanded takings that would remove water from the *watershed*. All permit holders will be required to report water takings annually. This information will be used to inform decisions on the issuance or renewal of permits and other efforts to protect water resources such as *source water protection* planning.

The quality of the air we breathe plays an important role in our overall quality of life. Activities such as electricity use, transportation and garbage produce

pollutants that affect our health, and greenhouse gases that alter the composition of the atmosphere and increase global temperatures.

Since 1990, Ontario's greenhouse gas emissions have risen 20 per cent.¹⁹ With population and urban growth, the effects of global warming will become more acute in the future further impacting our environment, health and economy. Simple changes such as making the transition from driving to work to taking public transit, reducing energy use and diverting waste from landfills can cut the average Canadian's greenhouse gas emissions by 20 per cent annually.²⁰

Population and urban growth will also place increasing demands on our energy supply. At the same time, Ontario has committed to replacing, refurbishing and conserving 25,000 megawatts of capacity, equivalent to almost 80 per cent of our current generating capacity.²¹ To accomplish this goal, the Province is taking new measures that will increase the supply of clean, renewable energy from sources such as water, wind and landfill gas, while simultaneously reducing our dependence on coal-fired plants. This includes making Crown land available to support renewable energy opportunities and leading the completion of a wind energy atlas to assist communities and the energy industry in making the best use of wind energy.

Population growth will also require new solutions to address the management of waste. While municipalities have achieved higher levels of diversion in the recent past, with population growth the total amount of waste continues to increase. Our reliance on landfills and exporting outside the province no longer provides a sustainable and economic solution. Our current diversion rate of about 28 per cent can be improved.²² By planning and taking action to manage waste better, we will be able to protect green space, extend the lifespan of existing landfills; reduce the need for additional landfills; and maintain safe, clean, and livable communities.

As a first step towards comprehensive waste management, the Province is developing a strategy that will divert at least 60 per cent of our waste from landfills by 2008. In addition to the 3Rs (Reduce, Reuse and Recycle) activities, reaching this goal will be determined in large part by finding better ways of dealing with the large portion of solid waste that is made up of organic materials.²³

¹⁹ Environment Canada, *Canada's Greenhouse Gas Inventory: Overview: 1990-2002*, October 2004, p. 12

²⁰ Government of Canada News Release, "Government Asks Canadians to Take the One-Tonne Challenge to Help Meet Climate Change Goals", March 26, 2004

²¹ Ontario Ministry of Energy News Release, "New Vision For Electricity Sector Will Mean New Supply, Increased Conservation, Stable Prices", April 15, 2004

²² Ontario Ministry of the Environment, *Ontario's 60% Waste Diversion Goal - A Discussion Paper*, June 2004, p. 4

²³ *ibid.*

4.6.2 POLICIES

WATER CONSERVATION

- 1) Municipalities are encouraged to –
 - a) develop energy and water demand management initiatives that reduce consumption and improve resource use efficiency
 - b) review the design of new urban developments in the context of managing the total urban water cycle

AIR QUALITY AND ENERGY CONSERVATION

- 2) Municipalities are encouraged to develop sustainable energy and air quality management plans that include: energy conservation strategies for municipally-owned buildings; identification of potential sites for renewable energy generation; policies for procuring renewable energy; *transportation demand management* programs; and public education programs that work with communities and residents to reduce energy consumption and air toxins.

WASTE DIVERSION

- 3) *Sub-area growth strategies* will be used to facilitate a collaborative approach among municipal governments and with the private sector to manage waste in the Greater Golden Horseshoe, focusing on reduction, diversion and disposal.
- 4) *Sub-area growth strategies* may address opportunities to set waste-diversion targets that should not be lower than existing provincial targets.
- 5) The Province will work with municipalities and the private sector to establish a mechanism to evaluate and disseminate information on new waste management systems.

4.7 CULTURAL HERITAGE RESOURCES

4.7.1 CONTEXT

One of a community's most important and irreplaceable assets is its sense of place, those aspects that collectively give it character and make it unique and distinct from its neighbours. Cultural resources are critical to a community's sense of place.

Built heritage resources include buildings, monuments, streetscapes and neighbourhoods that are recognized by the local community as an important and

meaningful link to its past. These resources frequently form the traditional core areas of communities, and can be converted to new uses to support *intensification* and mixed-use communities without compromising their cultural heritage value.

Archaeological resources and sites, including those yet to be discovered, contain a wealth of information about the history and evolution of Ontario's indigenous and early settler communities. Significant archaeological resources are located within many urban and rural *settlement areas*. Their conservation and respectful use can deepen the sense of local history and add considerably to a community's sense of place.

Museums, libraries, art galleries and artists' workplaces, performance venues and other cultural facilities provide opportunities for Ontarians to experience and understand the cultural traditions of their communities, and to participate in activities and events that will keep these important aspects of community life vital and growing into the future.

4.7.2 POLICIES

1. Municipalities are encouraged to prepare municipal cultural heritage plans. As part of this planning process, municipalities are encouraged to identify and map significant cultural heritage resources and develop policies for the protection and appropriate use or re-use of cultural heritage resources as part of achieving *intensification* targets.
2. Municipalities are encouraged to create heritage citizen committees and consult with them on all decision-making related to cultural planning and the identification, protection and use of cultural heritage resources.
3. Municipalities will conserve significant cultural heritage resources in accordance with the provisions of the *PPS* by using appropriate tools such as the *Ontario Heritage Act*, heritage conservation easements, zoning and secondary plan provisions.
4. Municipalities are encouraged to work with municipal heritage committees, aboriginal groups and other stakeholders to plan for conserving, maintaining, developing and using these resources in a manner that will benefit the local community and be compatible with other growth plan objectives.

5 SUB-AREA GROWTH STRATEGIES

5.1 CONTEXT

One of the main challenges of planning for growth to achieve a more compact and sustainable urban form throughout the GGH, is to accommodate and respect the diversity of issues facing different municipalities. This problem has limited implementation of provincial policies since the first *provincial policy statements* were issued in the early 1990s. In order to ensure appropriate application of one policy framework across Ontario, it had to be very general in nature. As a result, the Province provided limited direction to ensure proper and consistent consideration of the provincial interest during local decision-making.

The development of the Growth Plan for the GGH allows the Province to demonstrate leadership in addressing specific growth-related issues within the GGH. These issues, however, vary widely, particularly between the *inner ring* and *outer ring* municipalities. While the Growth Plan establishes a general policy framework, complete with criteria for achieving common objectives and targets to achieve *intensification*, more specific implementation strategies are most effectively prepared at a smaller geographic area.

The role of the Growth Plan is to provide broad-level policies, generally applicable throughout the GGH, and specific targets for implementation. *Sub-area growth strategies* will address variable contexts, interests, issues, and challenges to implementing the Plan's vision and policies; and would develop strategies to meet the specific needs of the *sub-area*. They will provide additional policy tailored to the unique circumstances and specific needs of the *sub-area*.

Sub-area growth strategies will be prepared by the Province jointly with municipalities. These strategies are not intended to duplicate municipal efforts. The preparation of *sub-area growth strategies* will instead serve to foster the type of collaborative planning necessary to address new emerging challenges and existing policy gaps over a large and diverse metropolis.

The *sub-area growth strategies* will build on the current roles and relationships of different government levels for planning and investment; and provide strategic directions that integrate key *sub-area* growth planning issues.

Sub-area growth strategies will establish a foundation for inter-regional planning. They will elaborate further the provincial direction outlined in the Growth Plan with key area-specific strategies and policies. Components may include defining urban structures and natural systems in more detail, identifying and prioritizing key infrastructure requirements, and aligning

decisions related to growth with other strategic initiatives such as *source water protection* planning and economic development.

Within the GGH five distinct *sub-areas* are shown conceptually on Schedule 8 and described in Appendix 3. It is proposed that a *sub-area growth strategy* be prepared for each of these areas and be integrated into the Growth Plan once it is completed.

5.2 ELEMENTS OF A SUB-AREA GROWTH STRATEGY

It is proposed that *sub-area growth strategies* address, but not be limited to the following:

1. Potential refinement of population, household, and employment allocations to upper- and single-tier municipalities within the *sub-area* as provided for in Section 2.2;
2. Distribution of population, household, and employment growth to all municipalities as provided for in Section 2.2;
3. Identification of *intensification areas* and potential delineation and establishment of specific targets within such areas as provided for in Section 2.3;
4. Establishment of *intensification* targets for each municipality within the *sub-area* consistent with the overall target of 40 per cent *intensification* as provided for in Section 2.3;
5. Delineation of the *built boundary* within each municipality for the purposes of monitoring minimum *intensification* targets as provided for in Section 2.3;
6. Establishment of *affordable* housing targets for the *sub-area* as provided for in Section 2.3;
7. Completion of a *sub-area* economic analysis to determine –
 - a) regionally significant employment clusters/opportunities to be promoted
 - b) projected employment sector splits and associated employment land requirements for use
 - c) existing inventories of key *employment areas*, including vacant or underutilized employment areas throughout the *sub-area*.
8. Completion of a comprehensive infrastructure planning needs assessment that will set out requirements to support future population, household, and employment growth and identify major infrastructure, as provided for in Section 7.4;
9. Determination of the need for and phasing of expansions to the amount of *designated growth area* within municipalities; and potentially the expansion

- of specific *settlement areas*; consistent with the municipal population, household, and employment allocations; minimum *intensification* targets; and the *sub-area* economic analysis as provided for in Section 2.7;
10. Review of transportation infrastructure requirements, linkages, *transportation demand management*, and phasing to service forecasted growth as provided for in Section 3.2;
 11. Review of the availability of water supply, wastewater treatment, and solid waste disposal capacities within each of the *sub-area* municipalities to ensure availability to service forecasted growth as provided for in Section 3.3;
 12. Identification and delineation of the natural system and establishment of protection measures as provided for in Section 4.2;
 13. Identification and delineation of the agricultural system and establishment of protection measures as provided for in Section 4.3; and
 14. Potential setting of waste diversion targets as provided for in Section 4.6.

6 IMPLEMENTATION

6.1 CONTEXT

Key to the success of the Growth Plan is its implementation. Effective implementation will require that all participants – levels of government, non-governmental organizations, the private sector, and citizens – act in partnership to implement the policies of the plan and realize its goals. Effective implementation also requires mechanisms to be in place that allow the plan's policies to take shape. Key mechanisms include providing a legislative framework, an appropriate range of tools, and ensuring ongoing monitoring and review.

6.2 PROPOSED PLACES TO GROW ACT

The proposed Places to Grow Act, 2004 would, if passed, provide the legislative framework for the GGH Growth Plan. It would provide the Lieutenant Governor in Council the authority to establish any area of land in Ontario as a growth plan area and require that the Minister of Public Infrastructure Renewal prepare a growth plan for all or part of that area.

The purposes of the proposed Act are to –

- enable decisions about growth to be made in ways that sustain a robust

economy, build strong communities, and promote a healthy environment and a culture of conservation

- promote a rational and balanced approach to decisions about growth that builds on community priorities, strengths and opportunities, and makes efficient use of infrastructure
- enable planning for growth in a manner that reflects a broad geographical perspective, integrated across natural and municipal boundaries
- ensure that a long-term vision and long-term goals guide decision-making about growth and provide for the co-ordination of growth policies among all levels of government.

The proposed Act also includes processes for making and amending growth plans and contains related provisions.

Under the proposed Act, the Minister of Public Infrastructure Renewal may appoint an advisory committee to provide advice to him on the development of growth plans and related matters.

6.3 STATUS AND EFFECT OF GROWTH PLANS

Under the proposed Places to Grow Act, growth plans may be developed for all or part of a growth plan area, such as the GGH, and approved by the Lieutenant Governor in Council. A growth plan would work in conjunction with other provincial legislation, plans, and regulations as well as planning documents of municipalities or management documents of other agencies, such as conservation authorities.

Land use within the area covered by a growth plan would continue to be governed by the *Planning Act* and Ontario's existing planning system, subject to the proposed conformity requirements and conflict provisions of the proposed Places to Grow Act. The proposed Act would require that municipalities subject to a growth plan, amend their official plans to conform to the growth plan. The proposed Act would also require that decisions under the *Planning Act* or the *Condominium Act* or other acts as may be prescribed, conform to the growth plan. The proposed Act further provides that in the case of a conflict between a growth plan and an official plan, zoning by-law, or the *PPS*, the growth plan would prevail.²⁴

However, in the case of a conflict between directions in a growth plan and other provincial plans or policies on a matter relating to the natural environment or

²⁴ Proposed Places To Grow Act, Bill 136 (2004), sect.14 (1-3)

human health, the provincial plans or policies providing more protection to the natural environment or human health prevail.²⁵ This provision would apply in respect of the PPS, Niagara Escarpment Plan, Oak Ridges Moraine Conservation Plan or other plans or policies as may be prescribed in the future.

The policies of a growth plan do not affect any aboriginal or treaty right recognized or affirmed by the *Constitution Act*. The Ontario government shall consult with aboriginal peoples about decisions that may affect the use of Crown land and resources within a growth plan area that is subject to aboriginal treaty rights.

6.4 PLAN AMENDMENTS

Only the Minister of Public Infrastructure Renewal can initiate an amendment to a growth plan. Key circumstances under which the minister would amend the plan include the addition of *sub-area growth strategies* and after a review of the plan, which would take place at least every 10 years.

6.5 TRANSITION

The proposed Places to Grow Act, if passed, would authorize the minister to make regulations for various matters regarding transition including how to address matters, proceedings, and applications which were commenced before or after a growth plan comes into effect. This could include applications made under the *Planning Act* or *Condominium Act*.

For example, potentially a transition regulation could provide that applications made under the *Planning Act* or *Condominium Act* prior to the effective date of the Growth Plan would continue to be processed under the system that applied when the application was made. If the proposed Places to Grow Act is passed, decisions on applicable transition rules would be made at that time by the minister.

It is recognized that many municipalities have initiated planning studies and other municipal review processes related to growth and development. It is fully anticipated that these projects will continue while the Growth Plan is being developed, and that these reviews and studies will take into consideration the policies and directions contained in this draft plan. In many instances, municipal studies currently underway will be used as part of the development of *sub-area growth strategies*.

²⁵ Proposed Places To Grow Act, Bill 136 (2004), sect.14 (4)

6.6 PLAN REVIEW

The proposed Places to Grow Act would require that the Minister of Public Infrastructure Renewal ensure that a review of each growth plan is carried out at least every 10 years after the growth plan comes into effect. At the time of review, the minister would consult with municipalities and other bodies, and ensure that the public has an opportunity to participate in the review.

The review will address whether the growth plan needs to be revised in order to effectively address changing growth patterns, emerging trends, and other key factors. The review will also be informed through monitoring information outlined below.

6.7 IMPLEMENTATION TOOLS

Realizing the vision of the Growth Plan will rely in part on the application of appropriate regulatory and fiscal tools that promote *intensification* and *redevelopment*.

A number of these tools, such as those found in the *Planning Act*, *Municipal Act*, and the *Development Charges Act* are already in place. In addition, a number of provincial initiatives will provide expanded regulatory supports. For example –

- the *Planning Act* reform initiative is consulting on a broad range of land-use planning system reforms, including new and revised tools to support more effective planning and strong communities
- the *PPS* revisions are expected to provide stronger, clearer directions to support growth plan objectives
- the Province is examining tools to provide infrastructure and leverage private investment to support compact development and intensification. This will help municipalities implement the growth plan.

Municipalities and other agencies with direct responsibility for planning and development approval are also key to effective implementation of the Growth Plan (e.g. through official plans, zoning by-laws, plans of subdivision, and development permits). To assist municipalities and other agencies, the Province will develop guidelines to show how tools can be used to implement the goals and policies of the Growth Plan.

6.8 MONITORING/PERFORMANCE MEASURES

Successful implementation of the Growth Plan will also require evaluation of its effectiveness. This evaluation must gauge how well the plan is achieving its goals.

The Province will develop a set of indicators that assist in monitoring the implementation of the targets and policies of the Growth Plan. An example of one such indicator is the sprawl index. This index will monitor changes in the amount of land developed and the increased percentage of new development taking place within the *built-up areas* of the GGH.

Municipalities and other agencies are also partners in ensuring the evaluation of the Growth Plan's implementation, not only through collecting and analysing information, but also in developing indicators and performance measures to better inform future decision-making both on the Growth Plan and *sub-area growth strategies*.

6.8.1 POLICIES

1. The Province will develop a framework and a set of indicators to measure the implementation and achievement of the goals and targets of the Growth Plan.
2. Municipalities will monitor the achievement of the targets set out in the Growth Plan for areas within their jurisdiction.

7 A PROVINCIAL MULTI-YEAR INFRASTRUCTURE STRATEGY

7.1 CONTEXT

For many years, short-term thinking has meant that Ontario's public infrastructure investments have been allowed to decline. This decline has adversely affected the delivery of critical public services. Throughout the province, key public infrastructure such as roads and bridges, and public buildings such as hospitals, schools and arenas have been deteriorating, while investment in newer infrastructure systems such as information technology has not kept pace.

Addressing the growing infrastructure needs of the GGH will also require long-term strategic planning to accommodate population growth and economic expansion. At the same time, it is important to ensure that green spaces, the environment and agricultural lands are protected in balance with this growth. Timely investments will be required to support the optimization and renewal of existing infrastructure, and to develop new or expanded infrastructure to encourage growth in the *UGC*s and other *intensification areas* identified in this growth plan.

7.2 THE PROVINCE'S INFRASTRUCTURE PLANNING PROCESS

To address past infrastructure neglect and future growth needs, PIR has been mandated to manage a centralized infrastructure planning process, including the strategic management of the government's infrastructure investments, both in the Province's own assets and transfers for capital purposes to partners in the broader public sector.

The Ministry of Public Infrastructure Renewal works with other government ministries responsible for delivering infrastructure services in the development of infrastructure plans, including asset management strategies. These strategies will prioritize infrastructure investments and set out a comprehensive and systematic plan for delivering on these infrastructure priorities.

The Province's infrastructure investment strategy will support growth plans. This strategy will measure progress against government objectives. The infrastructure investment strategy will fundamentally redefine infrastructure planning by shifting to a long-term multi-year planning horizon that is supported by sustainable financing models and sound infrastructure asset-management practices. A long-term vision and plan for infrastructure renewal will also better position the Province in its negotiations on infrastructure funding with the federal government.

7.3 MULTI-YEAR INFRASTRUCTURE STRATEGY

Central to PIR's mandate is to develop, in consultation with other ministries, medium-term plans followed by a 10-year infrastructure strategy. This would ensure that infrastructure investments support provincial priorities, including growth and development in the GGH. As a result, it will fundamentally redefine capital planning by shifting to a long-term planning horizon that is supported by sustainable financing models and sound capital asset management practices. This will help to ensure that our investments match the government's priorities and are balanced across economic sectors including health, water, transportation and education. Sector plans may include asset inventories, investment trends and needs, key sector investment priorities, and performance measures.

Through the annual infrastructure planning process and in the development of the 10-Year infrastructure strategy, the government will ensure that future infrastructure investments in the Greater Golden Horseshoe support the Growth Plan.

7.4 POLICIES

1. Priority will be given to provincial infrastructure investments that support growth in the Growth Plan concept as set out in Schedule 2.
2. The annual infrastructure planning process will support the development of an integrated regional transportation network for the movement of people and goods within and between *sub-areas*, as set out in Schedules 5 and 6.
3. The Ministry of Public Infrastructure Renewal will work with other public sector partners to identify strategic infrastructure investment priorities through an infrastructure planning needs assessment. Infrastructure investments will in turn be evaluated based on consistency with the Growth Plan.
4. *Sub-area growth strategies* will include a comprehensive infrastructure planning needs assessment that will set out requirements to support future population, household and employment growth in *intensification areas*.

8 THE ROLE OF THE CITIZEN

8.1 CONTEXT

Implementing this growth plan will require the active support and participation of all levels of government, stakeholders and residents of the GGH. Fundamentally, we are responsible for our lifestyle choices such as what type of housing to live in and how to travel from one point to another. These choices have a direct impact on the quality of our environment, our commute times, and our health.

All residents of the GGH have an equally important role to play in supporting the efforts of local governments in the building of strong and prosperous communities. We are the stewards of our communities and can have a direct impact on the effective implementation of a growth plan.

As a first step to getting involved, the people who live in the GGH need to be equipped with information about growth planning and what it means to the future of their community and quality of life. They need to be informed about the impact of their lifestyle choices and understand the opportunities that exist for helping their communities grow, attract new jobs, protect green space and provide housing and transportation variety.

Other jurisdictions recognize the importance of community involvement in the process of planning for growth. They have incorporated strategies in their

growth plans for ensuring that their residents are involved. These strategies identify a broad range of methods for disseminating information and creating opportunities for civic participation in the decision-making process.

8.2 STRATEGIES FOR PUBLIC ENGAGEMENT ON GROWTH PLANNING

1. Ensure ongoing and interactive consultation on plan amendments, including *sub-area growth strategies*.
2. Encourage public involvement in growth planning related activities.
3. Encourage diverse partnerships with community organizations.
4. Ensure feedback to stakeholders through regular public communication.

8.3 STRATEGIES FOR INFORMING THE PUBLIC ON GROWTH PLANNING

1. Promote the use of interactive learning tools such as visual preference surveys in libraries, government information centres, universities and other relevant public institutions.
2. Provide publicly accessible information to ensure individuals make informed choices about growth planning and *intensification* issues in their communities.
3. Ensure that access to research materials and public information on growth planning is easy and convenient.
4. Promote information to a full range of age groups including youth and seniors.

GLOSSARY

AFFORDABLE

As defined by the *Provincial Policy Statement*.*

AGRICULTURE-RELATED USES

As defined by the *Provincial Policy Statement*.

AGRICULTURAL USES

As defined by the *Provincial Policy Statement*.

BROWNFIELD SITES

As defined by the *Provincial Policy Statement*.

BUILT-UP AREAS

All land inside the *built boundary*.

BUILT BOUNDARY

The outer edge of the developed urban area as of a particular date.

COMPACT DEVELOPMENT

Compact development is a land-use pattern that encourages efficient use of land, walkable neighbourhoods, mixed land uses (residential, retail, workplace and institutional all within one neighbourhood), proximity to transit and reduced need for infrastructure. "Compact" is a relative term and will mean different effective densities in small towns as compared to big cities. Compact development does not necessarily mean high-rise development. It can include detached and semi-detached houses on small lots as well as townhouses and walk-up apartments.

COMPLETE COMMUNITIES

Complete communities have an identifiable centre and provide an appropriate mix of jobs, a full range of housing (including *affordable* housing), recreational and cultural opportunities, and community services for their residents. Convenient access to public transportation and options for safe, non-motorized travel is also provided. Complete communities can meet needs for daily living through a person's whole lifetime.

* Information on the Provincial Policy Statement can be found at www.mah.gov.on.ca

COMPREHENSIVE REVIEW

As defined by the *Provincial Policy Statement*.

DESIGNATED GROWTH AREAS

As defined by the *Provincial Policy Statement*.

DRAFT GREENBELT PLAN AREA

Area of the Golden Horseshoe Greenbelt as proposed by the draft Greenbelt Plan, October 2004.

ECONOMIC CORRIDORS

Economic corridors are high-capacity transportation corridors used for the movement of goods, trade, tourism and longer distance travel. Economic corridors include highways, railways, airways, and seaways.

EMPLOYMENT AREA

As defined by the *Provincial Policy Statement*.

GREATER GOLDEN HORSESHOE

The Greater Golden Horseshoe is defined as the single-tier municipalities of Barrie, Brantford, Guelph, Hamilton, Kawartha Lakes, Orillia, Peterborough and Toronto; the upper-tier municipalities of Brant, Dufferin, Durham, Haldimand, Halton, Niagara, Northumberland, Peel, Peterborough, Simcoe, Waterloo, Wellington and York, and the lower-tier municipalities within.

GREYFIELDS

Former and underused commercial developments characterized by large empty asphalt parking lots. Greyfields are good candidates for intensification as they are often located along key transportation routes and have existing infrastructure.

GROUND WATER FEATURE

As defined by the *Provincial Policy Statement*.

HIGHER ORDER TRANSIT

Transit that operates in its own dedicated right-of-way, outside of mixed traffic, and therefore can achieve a frequency of service greater than mixed-traffic transit. Higher order transit can include heavy rail (such as subways), light rail (such as streetcars), and buses in dedicated right-of-ways.

INFILL

Development on vacant land in the *built-up area*.

INNER RING

Defined as the single-tier municipalities of Hamilton and Toronto; the upper-tier municipalities of Durham, Halton, Peel and York, and the lower-tier municipalities within.

INTENSIFICATION

As defined by the *Provincial Policy Statement*.

INTENSIFICATION AREAS

Lands within the *built boundary* that are defined by the *sub-area growth strategies*. These areas are to be the focus for accommodating more intense development. Typically, intensification areas include *urban growth centres*, *intensification corridors*, and other major opportunities for *infill* and *redevelopment*. They do not typically include stable neighbourhoods.

INTENSIFICATION CORRIDORS

Lands along major roads or arterials that can provide a focus for higher density mixed-use development, *higher order transit*, and infrastructure investment.

INTER-MODAL FACILITY

A location where transfers between carriers can be made, as part of a single journey. A typical freight inter-modal facility is a rail yard where containers are transferred between trucks and trains.

MINERAL AGGREGATE RESOURCES

As defined by the *Provincial Policy Statement*.

MULTI-MODAL TRANSPORTATION SYSTEM

As defined by the *Provincial Policy Statement*.

NATURAL HERITAGE FEATURES AND AREAS

As defined by the *Provincial Policy Statement*.

NORMAL FARM PRACTICES

As defined by the *Provincial Policy Statement*.

OUTER RING

Defined as the single-tier municipalities of Barrie, Brantford, Guelph, Kawartha Lakes, Orillia and Peterborough; the upper-tier municipalities of Brant, Dufferin, Haldimand, Niagara, Northumberland, Peterborough, Simcoe, Waterloo and Wellington, and the lower-tier municipalities within.

PRIME AGRICULTURAL AREA

As defined by the *Provincial Policy Statement*.

PRIME AGRICULTURAL LAND

As defined by the *Provincial Policy Statement*.

PROVINCIAL POLICY STATEMENT

The Provincial Policy Statement (PPS) sets out the Ontario government's interests in land-use planning and development and provides policy direction on matters of provincial interest to those involved in land-use planning. The PPS is the complementary document to the *Planning Act* and is issued under the authority of section 3 of the Act.

REDEVELOPMENT

As defined by the *Provincial Policy Statement*.

REGIONAL MARKET AREA

As defined by the *Provincial Policy Statement*.

RURAL AREAS

As defined by the *Provincial Policy Statement*.

SECONDARY USES

As defined by the *Provincial Policy Statement*.

SETTLEMENT AREAS

As defined by the *Provincial Policy Statement*.

SMALL CITIES AND TOWNS

Settlement areas that do not include an *urban growth centre* within their current *settlement area*.

SOURCE WATER PROTECTION

The first barrier in a multi-barrier approach to ensuring safe drinking water that safeguards the water in our lakes, rivers and aquifers. It involves studying such things as the potential sources of contamination, determining how much water is really available for human use in a watershed, and evaluating where that water is vulnerable to contamination. Based on this work, programs are implemented which aim to minimize the chances of contaminants entering the water resource and address possible water depletion issues.

SPECIALTY CROP AREA

As defined by the *Provincial Policy Statement*.

SUB-AREA

A sub-area is an area within the Greater Golden Horseshoe at a scale larger than any upper- or single-tier municipality.

SUB-AREA GROWTH STRATEGIES

Detailed "chapters" of the Growth Plan that are key implementation mechanisms for the general policies of the plan. *Sub-area growth strategies* will be developed by the Province jointly with municipalities to further define the direction of the Growth Plan. Components may include defining *intensification* areas and natural systems in more detail, identifying and prioritizing key infrastructure requirements, and aligning decisions related to growth with other strategic initiatives such as *source water protection* planning and economic development. *Sub-area growth strategies* will be incorporated as amendments to the plan.

SURFACE WATER FEATURE

As defined by the *Provincial Policy Statement*.

TRANSIT-SUPPORTIVE

The term "transit-supportive" is used to describe a type of land-use planning. Typically, the term refers to urban design and planning practices that make development more accessible by transit and which make transit more feasible. They include roads laid out in a grid network rather than a discontinuous network, street-oriented uses along roads to encourage walking and transit use, a mix of higher density uses along arterial roads, improved access between arterial roads and interior blocks in residential areas.

TRANSPORTATION DEMAND MANAGEMENT

Transportation demand management is a general term for strategies that result in more efficient use of existing transportation infrastructure. Examples include pricing (road tolls or transit discounts), flexible working hours, telecommuting, carpooling, park-and-ride, high occupancy vehicle lanes, incentives for using transit, walking and cycling, and more.

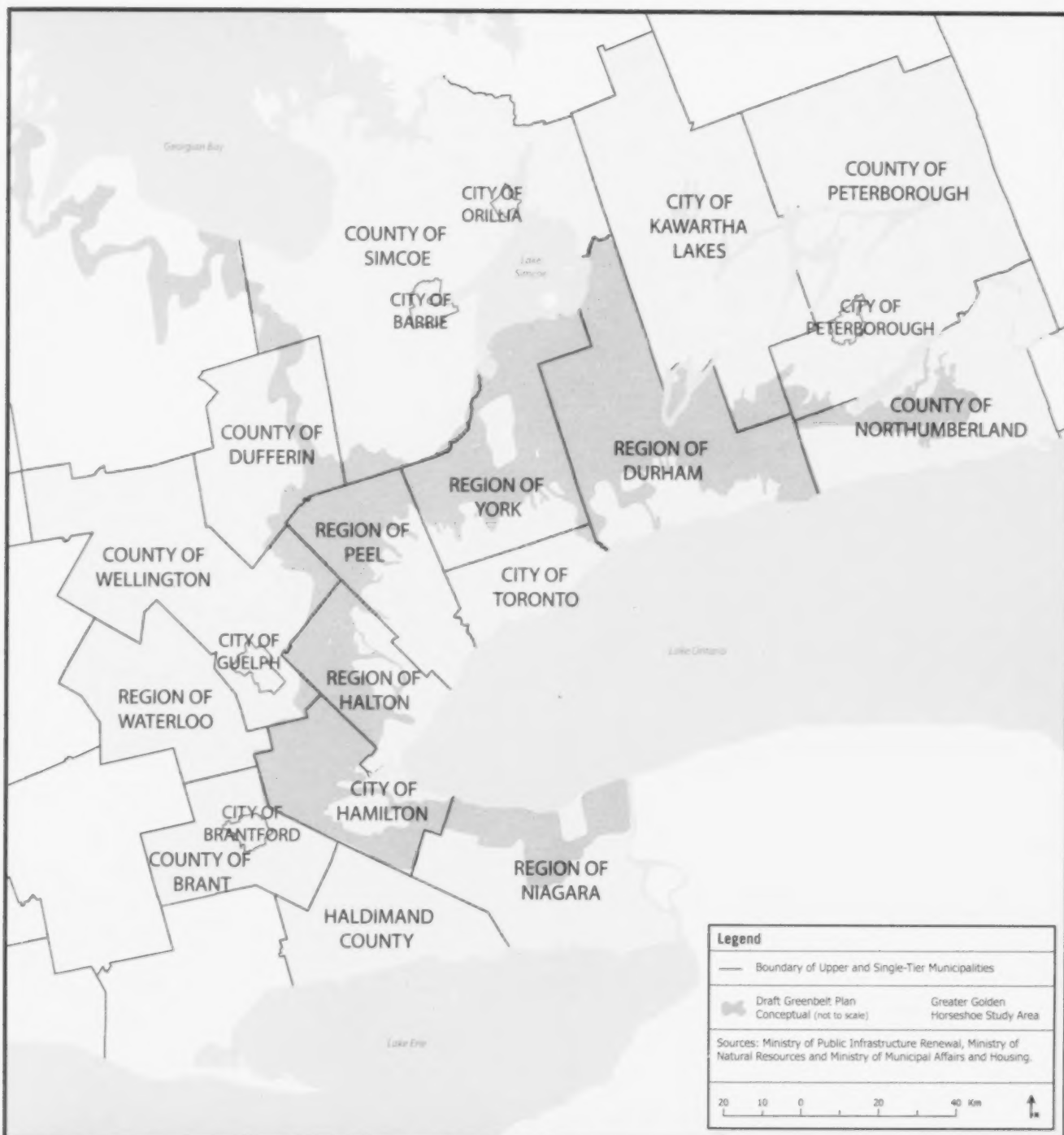
URBAN GROWTH CENTRES

Urban Growth Centres are areas designated as a focus for accommodating future growth and intensification. They are typically core metropolitan areas and economic hubs that serve as destinations with a regional focus. Urban growth centres have or are planned to have high and medium-density residential areas, mixed-use areas, office areas, retail areas, and regeneration areas. They typically exclude single-purpose employment lands and established residential neighbourhoods. They perform a regional services function, and as such have good inter-regional transportation connections (transit and/or automobile).

WATERSHED

A watershed refers to the entire catchment area, both land and water, drained by a watercourse and its tributaries.





PLACES TO GROW

DRAFT PLAN • FEBRUARY 2005

SCHEDULE 1

Context: Study Area for the Greater Golden Horseshoe Growth Plan

The boundaries and lines displayed in the map above are draft and illustrative only and should not be read to scale. They do not claim to accurately reflect approved land-use and planning boundaries. The Greenbelt illustrated in the map is based on the Draft Greenbelt Plan, October 2004 and is subject to future revisions. Data and information reproduced herein is under licence with one or more municipalities and may not be up to date and accurate as of the date of publication. Neither the Province nor such municipalities assume any liability or responsibility with respect to its accuracy or completeness. For more information on precise boundaries of Settlement Areas, Towns, Villages and Hamlets, the appropriate municipality should be consulted.



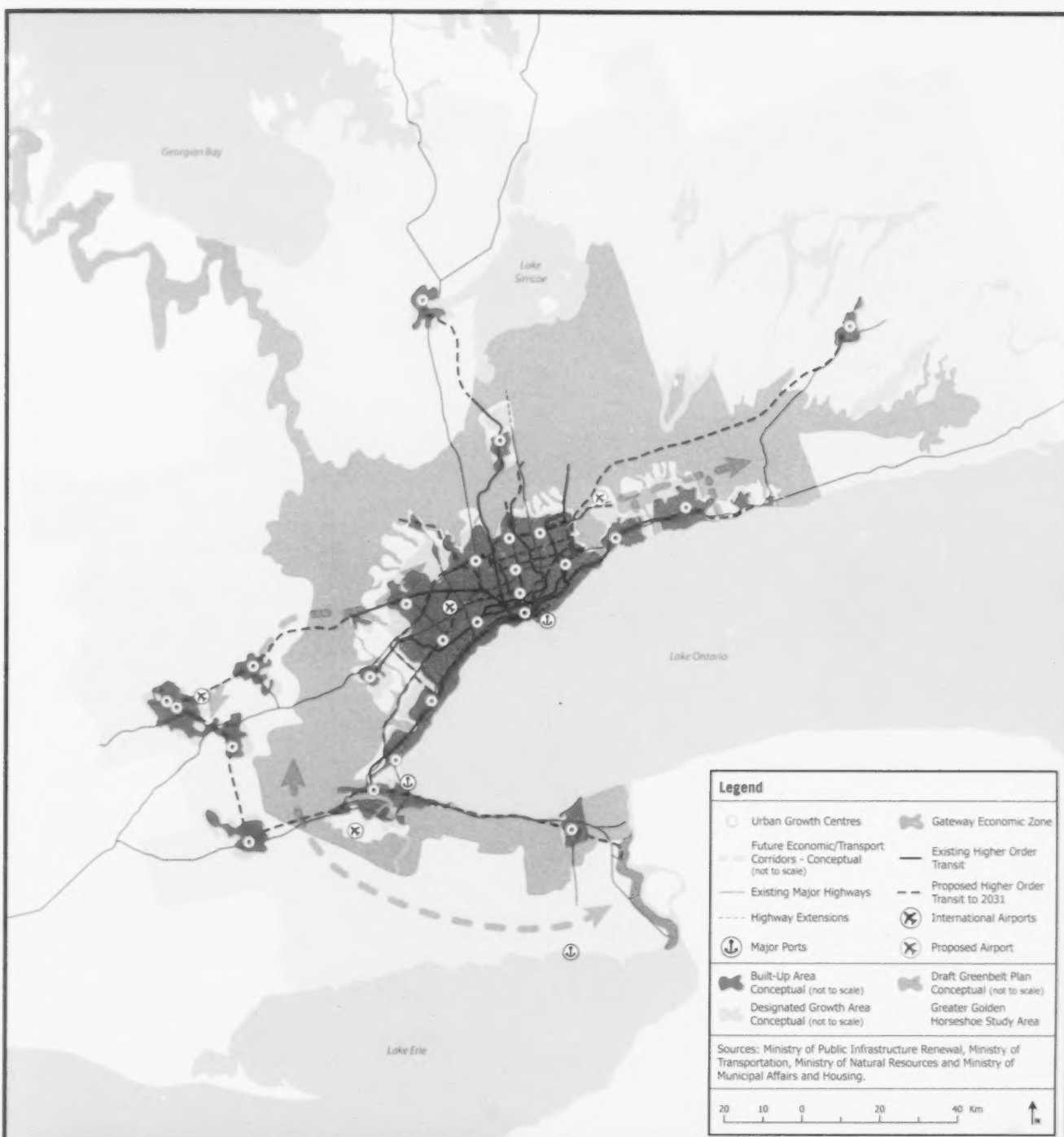
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SCHEDULE 1

Context: Study Area for the Greater Golden Horseshoe Growth Plan

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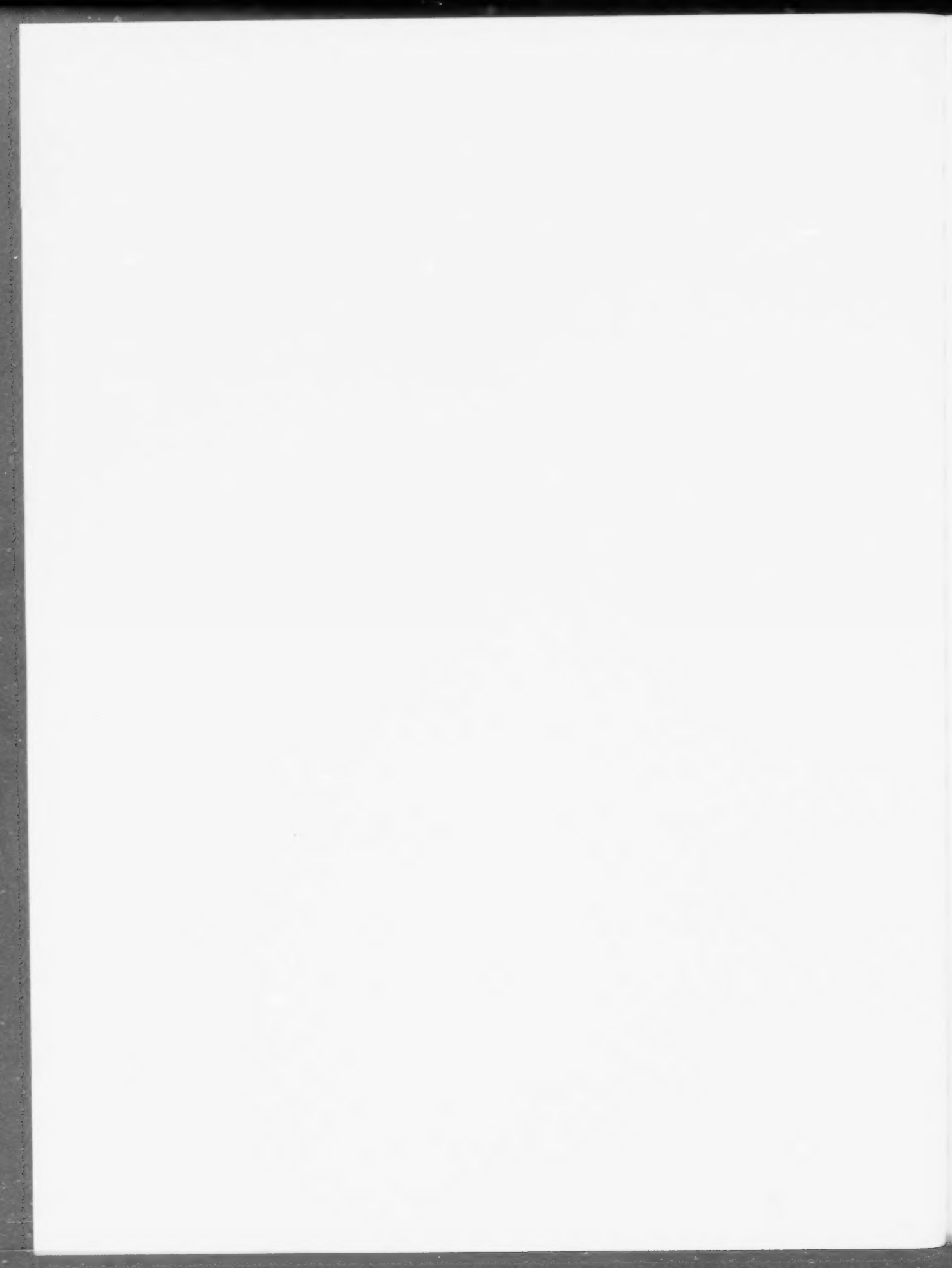


PLACES TO GROW

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SCHEDULE 2 Places to Grow Concept

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DISTRIBUTION OF POPULATION, HOUSEHOLDS AND EMPLOYMENT FOR THE GREATER GOLDEN HORSESHOE 2001-2031 (figures in 000s)												
	POPULATION				HOUSEHOLDS				EMPLOYMENT			
	2001	2011	2021	2031	2001	2011	2021	2031	2001	2011	2021	2031
City of Toronto	2,590	2,760	2,930	3,080	940	1,070	1,180	1,270	1,440	1,540	1,600	1,640
Region of Peel	1,030	1,320	1,490	1,640	310	410	480	540	530	730	820	870
Region of York	760	1,060	1,300	1,500	220	330	420	500	390	590	700	780
Region of Durham	530	660	810	960	170	230	290	350	190	260	310	350
Region of Halton	390	520	650	780	130	190	240	300	190	280	340	390
City of Hamilton	510	540	590	660	190	210	240	270	210	230	270	300
GTAH TOTAL	5,810	6,860	7,770	8,620	1,960	2,440	2,850	3,230	2,950	3,630	4,040	4,330
County of Northumberland	80	87	93	96	30	34	39	42	29	32	33	33
County of Peterborough*	131	137	144	149	50	55	61	64	54	59	60	60
City of Kawartha Lakes	72	80	91	100	27	31	37	43	20	23	25	27
Haldimand County	46	49	53	56	16	18	21	23	17	19	19	20
Region of Niagara	427	442	474	511	162	179	200	218	186	201	209	218
County of Brant*	129	141	157	173	45	52	60	67	55	62	67	71
Region of Waterloo	456	526	623	729	161	200	244	289	236	282	324	366
County of Wellington *	195	223	269	321	68	85	106	128	99	117	137	158
County of Dufferin	53	62	71	80	17	21	26	29	19	22	25	27
County of Simcoe*	392	484	583	667	137	177	223	260	153	197	230	254
OUTER RING TOTAL**	1,980	2,230	2,560	2,880	710	850	1,020	1,160	870	1,010	1,130	1,240
TOTAL GGH**	7,790	9,090	10,330	11,500	2,680	3,290	3,870	4,390	3,810	4,640	5,170	5,560

Source: Hemson Consulting Ltd., "The Growth Outlook for the Greater Golden Horseshoe", January 2005

Note: Numbers rounded off to nearest 10,000 for GTAH municipalities and nearest 1,000 for outer ring municipalities.

* Includes single tier municipalities that are located geographically within county, e.g. Simcoe County forecasts includes City of Barrie and City of Orillia

** Totals may not add up due to rounding.

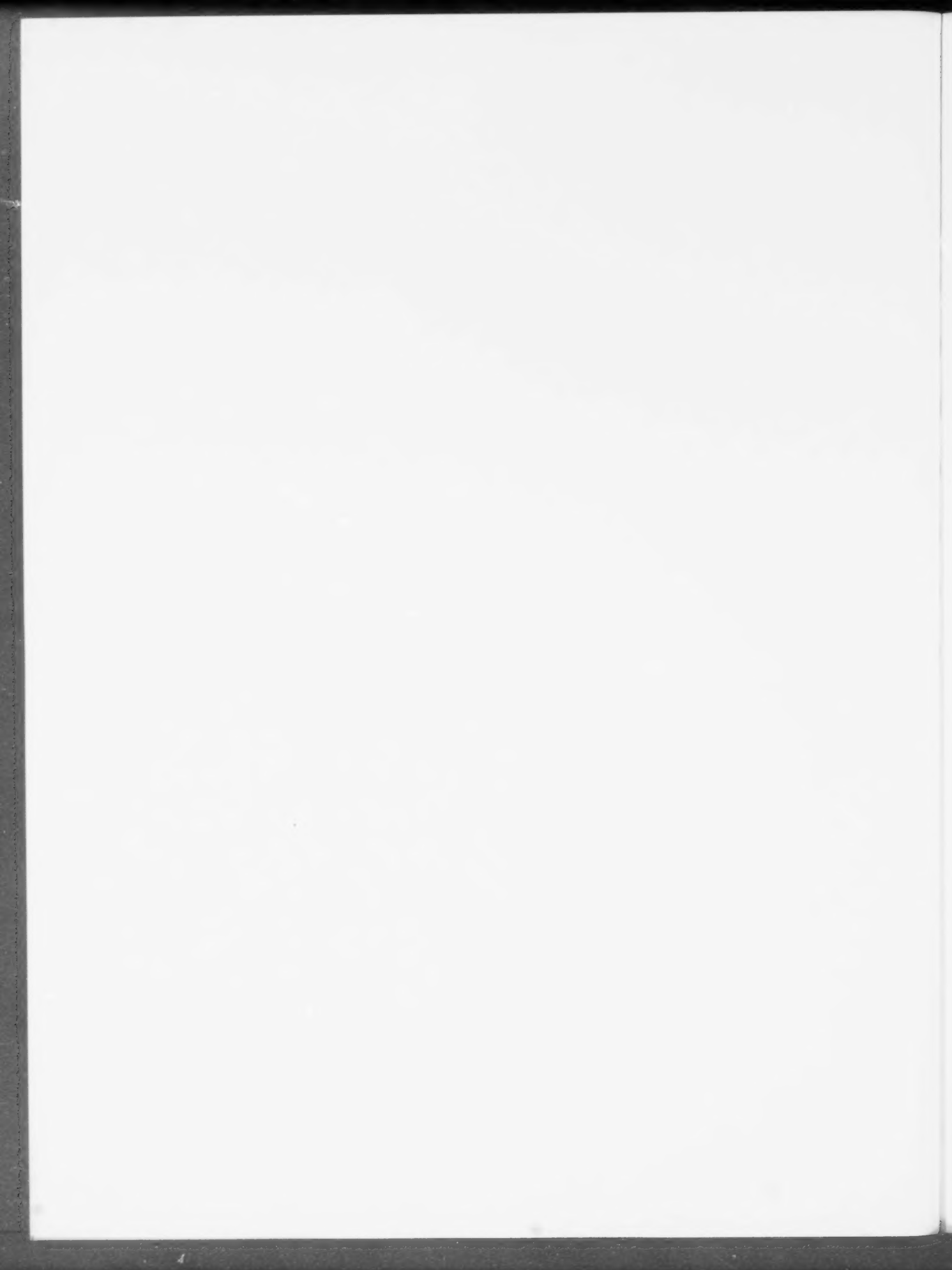


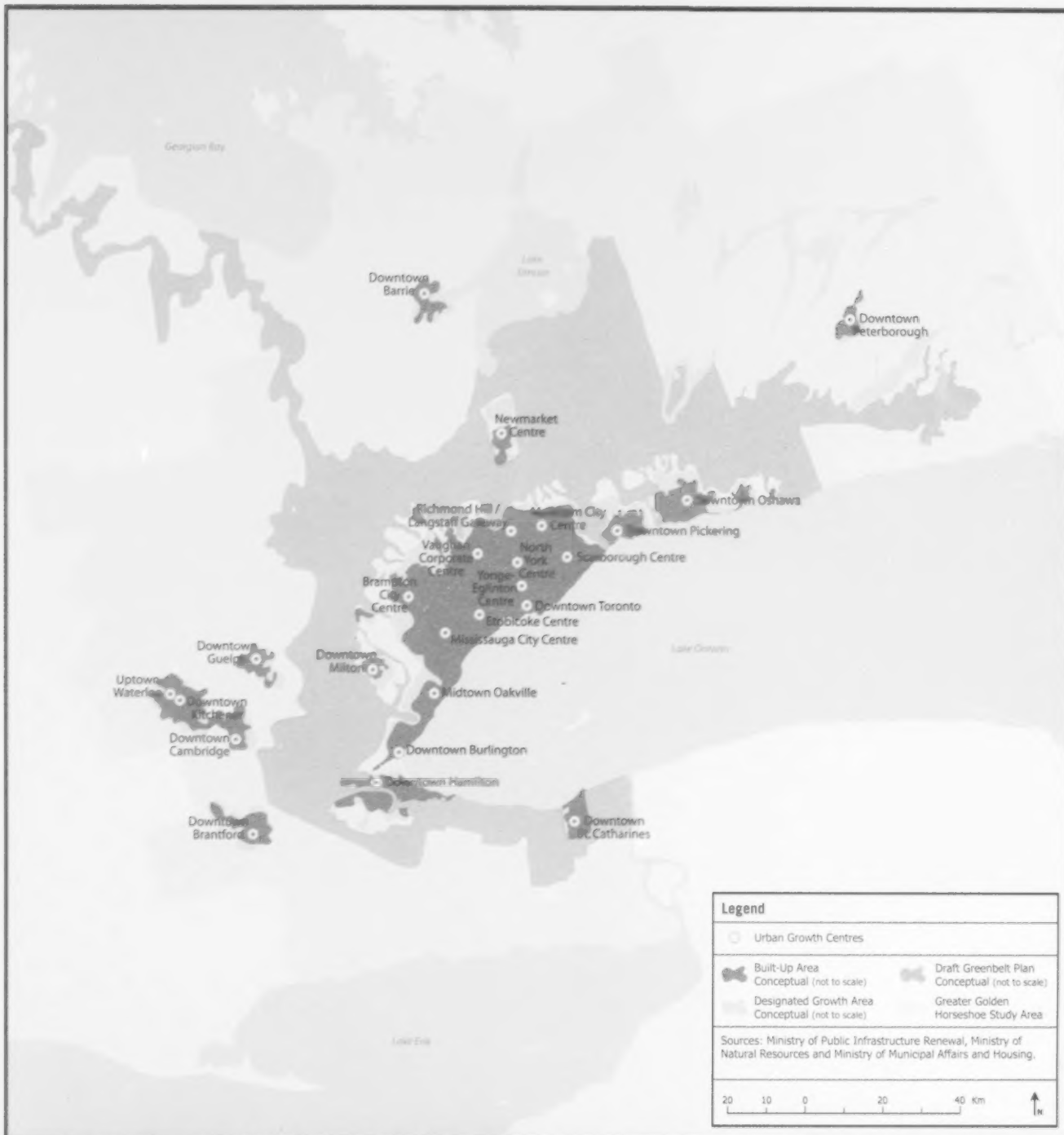
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SCHEDULE 3

Distribution of Population, Households and Employment for the Greater Golden Horseshoe 2001-2031





PLACES TO GROW

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SCHEDULE 4 Urban Growth Centres

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Legend	
Urban Growth Centres	
Built-Up Area Conceptual (not to scale)	Draft Greenbelt Plan Conceptual (not to scale)
Designated Growth Area Conceptual (not to scale)	Greater Golden Horseshoe Study Area
Sources: Ministry of Public Infrastructure Renewal, Ministry of Natural Resources and Ministry of Municipal Affairs and Housing.	
20 10 0 20 40 km ↑	



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SCHEDULE 4 Urban Growth Centres

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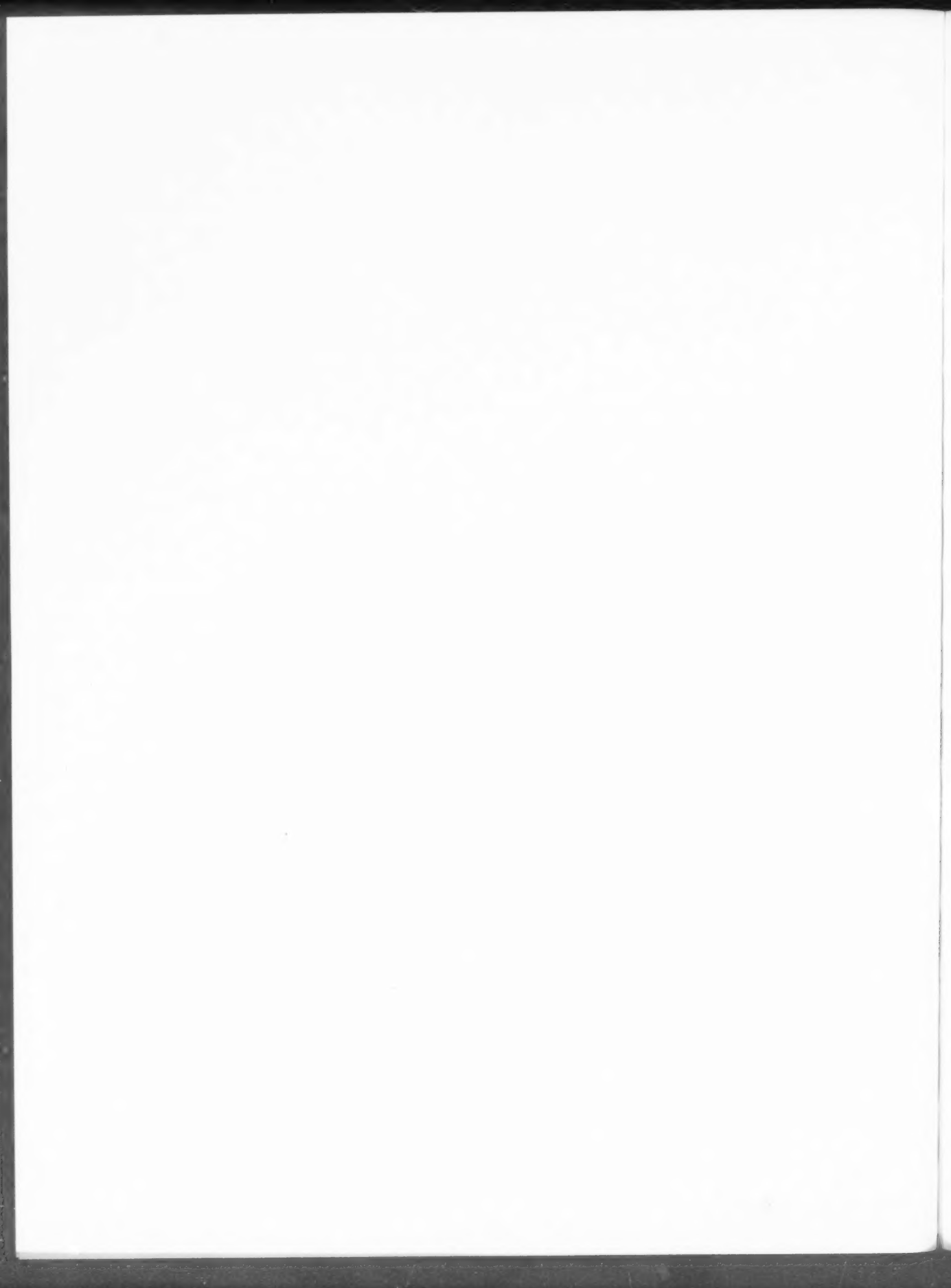


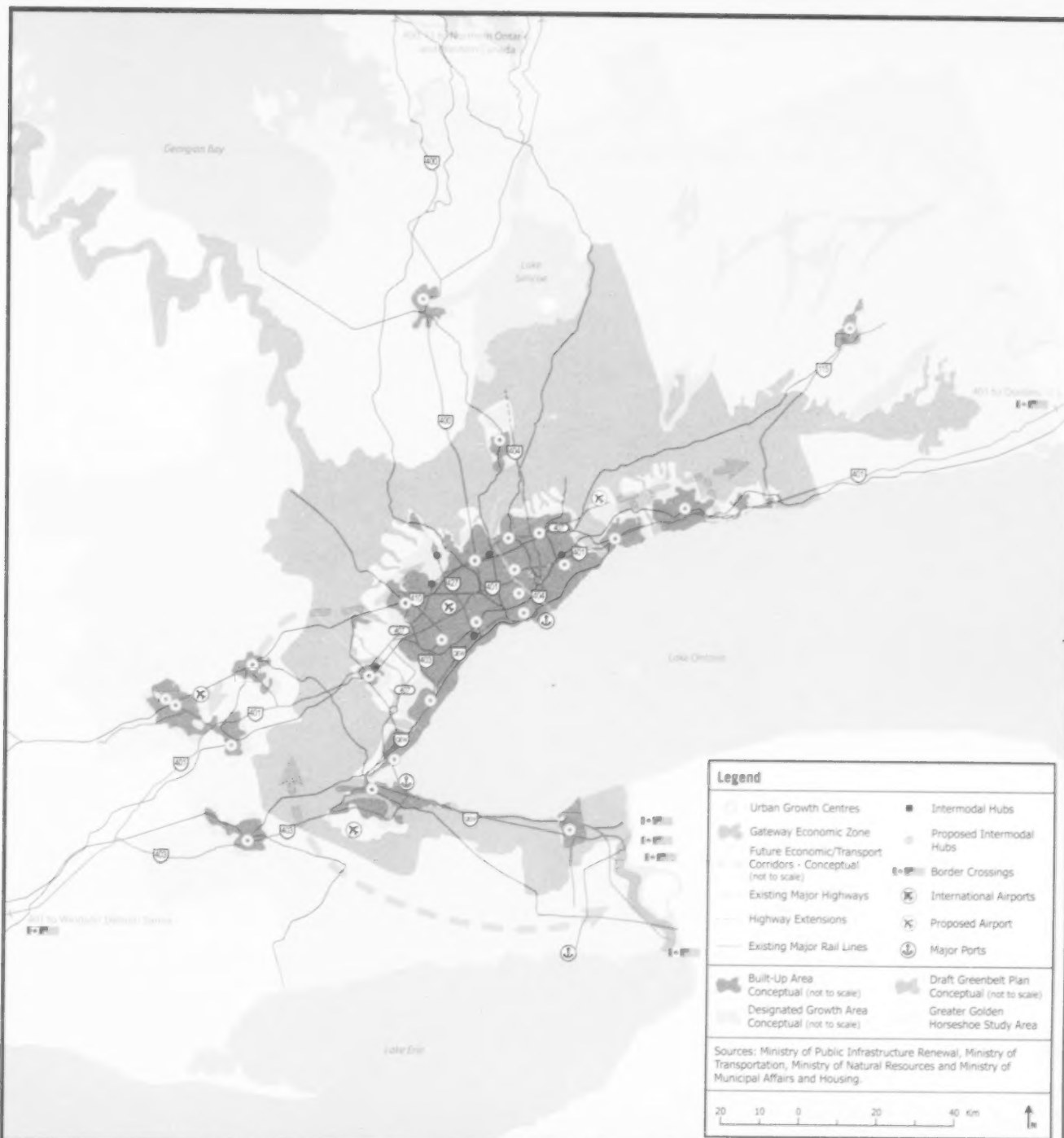
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SCHEDULE 5 Moving People

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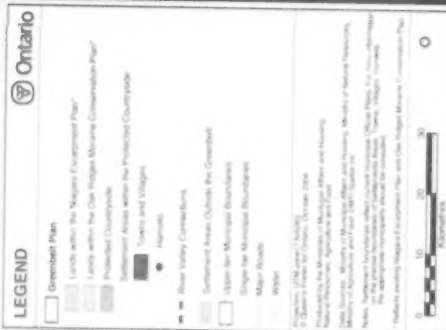
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SCHEDULE 6 Moving Goods

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SCHEDULE 7

Draft Greenbelt Plan

(Schedule 1 of Draft Greenbelt Plan, October 2004,
Ministry of Municipal Affairs and Housing)



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DRAFT PLAN, OCTOBER 2004



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DRAFT PLAN 1 FEBRUARY 2005

SCHEDULE 8

Proposed Sub-area Concept

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Ontario

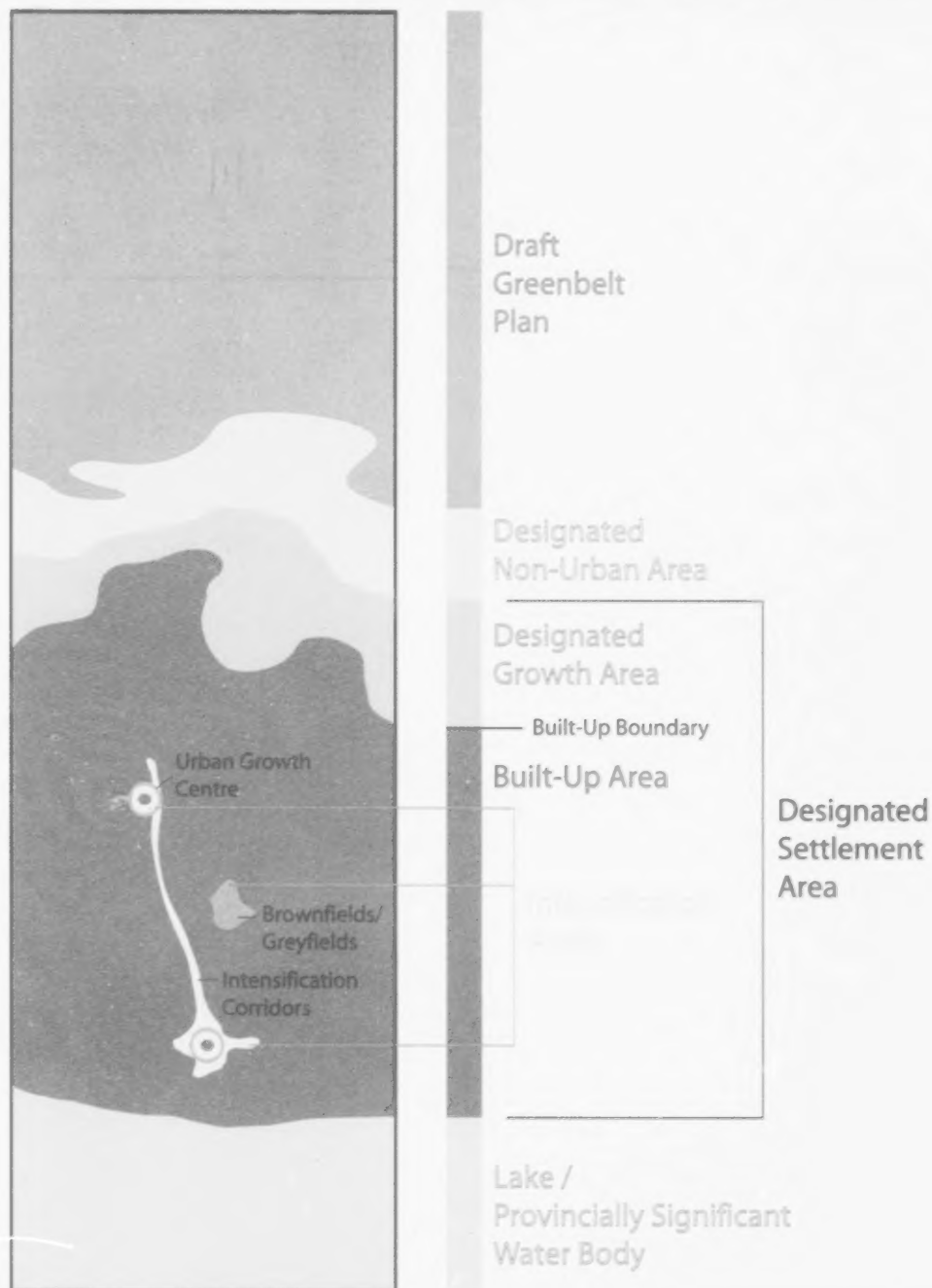
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APPENDIX 1

Context Map: Location of the Greater Golden Horseshoe within Ontario

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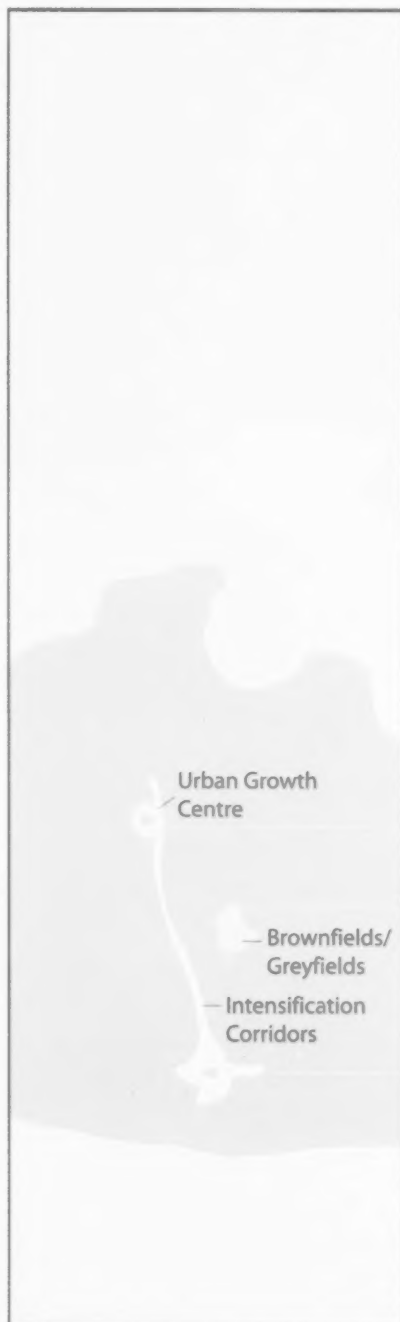


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APPENDIX 2 Growth Plan Terminology

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The five proposed sub-areas are shown conceptually on schedule 8.

Listed below are the upper and single tier municipalities within each sub-area:

SUB-AREA 1: GTA AND HAMILTON

City of Hamilton
City of Toronto
Regional Municipality of Durham
Regional Municipality of Halton
Regional Municipality of Peel
Regional Municipality of York

**SUB-AREA 2: NORTH OF PROPOSED
GREENBELT**

City of Barrie
City of Orillia
County of Dufferin
County of Simcoe

**SUB-AREA 3: WEST OF PROPOSED
GREENBELT**

City of Brantford
City of Guelph
County of Brant
County of Dufferin
County of Wellington
Regional Municipality of Waterloo

SUB-AREA 4: NIAGARA PENINSULA

City of Hamilton
Haldimand County
Regional Municipality of Niagara

SUB-AREA 5: EAST OF DURHAM

City of Kawartha Lakes
City of Peterborough
County of Northumberland
County of Peterborough



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DRAFT PLAN - FEBRUARY 2000

APPENDIX 3

Proposed Sub-areas



WE WELCOME YOUR COMMENTS

FEEDBACK ON THIS DOCUMENT CAN BE SUBMITTED TO –

Draft Growth Plan for the Greater Golden Horseshoe
Ministry of Public Infrastructure Renewal
Ontario Growth Secretariat
777 Bay Street, 16th Floor
Toronto, ON M5G 2E5

Fax: 416-585-7639

E-mail: placestogrow@pir.gov.on.ca

To submit your comments electronically, you can complete an
on-line feedback form available at www.placestogrow.pir.gov.on.ca

For more information please call our toll free line at 1-866-479-9781.
Toronto-area residents can call 416-585-6746.

We would appreciate your feedback by April 18, 2005.

ISBN 0-7794-7619-0

Paid for by the Government of Ontario

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